Solano County

Agenda Submittal

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Agenda #:	20	**Status:**	Time Set
Type:	Resolution	**Department:**	Board of Supervisors
File #:	13-0156	**Contact:**	Nancy Huston, 784-6107
Agenda date:	02/26/2013	**Final Action:**	
District:	District 1		
Attachments:	A - Resolution, B - Draft Specific Plan Chapter 4 Revisions, C - Final Environmental Impact Report.pdf, D - Mitigation Monitoring and Reporting Program		

Date:	Ver.	Action By:	Action:	Result:
02/26/2013	1	Board of Supervisors	**Attachments A and B are included in this document. Click on Attachment C and D for links to those documents or you can find them under Reports and Presentations**	

Public hearing to consider adoption of a resolution certifying the Final Environmental Impact Report, making Findings of Fact, adopting a Statement of Overriding Considerations, and adopting the Mitigation Monitoring and Reporting Program for the Solano360 Specific Plan; Approve the Solano360 Specific Plan (Project); and Authorize the County Administrator to make application to the City of Vallejo for a Development Agreement and Tentative Map for the Solano360 Project

Published Notice Required? Yes _____No _X_
Public Hearing Required? Yes __X_ No ___

DEPARTMENTAL RECOMMENDATION:

The County Administrator's Office recommends that the Board of Supervisors:

1. Conduct a public hearing to consider adoption of resolution certifying the Final Environmental Impact Report, making Findings of Fact, adopting a Statement of Overriding Considerations, and adopting the Mitigation Monitoring and Reporting Program for the Solano360 Specific Plan;

2. Approve the Solano360 Specific Plan (Project) to serve as a master plan for the long-term redevelopment of the Solano County Fairgrounds; and

3. Authorize the County Administrator to proceed with the submittal of Certified Final Environmental Impact Report and Adopted Specific Plan to the City of Vallejo and to make application to the City of Vallejo for a Development Agreement and Tentative Map for the Solano360 Project.

SUMMARY/DISCUSSION:

The Solano360 Phase 2 (Entitlement) project has been a three-party coordinated effort between the County, City of Vallejo, and Solano County Fair Board. Staff is recommending the adoption of a resolution certifying the Final Environmental Impact Report, making Findings of Fact, adopting a Statement of Overriding Considerations, and adopting the Mitigation Monitoring and Reporting Program for the Solano360 Specific Plan and the approval of the Solano360 Specific Plan. Staff is also recommending authorizing the County Administrator to make an application to the City of Vallejo for a Development Agreement for the Solano360 Project that would coordinate of the development of the public and private uses on the site.

FINANCIAL IMPACT:

During Fiscal Year 2008/09, $2.0 million was budgeted and approximately $1.3 million was spent on Phase 1, the Vision Phase of the Solano360 Fairgrounds Project. In FY09/10, the Board appropriated an additional loan of $2.4 million for Phase 2, the Entitlement Phase, therefore the total appropriations for the Fairgrounds project is $4.4 million. In Phase 2, approximately $1.79 million has been expended to date and approximately $384,000 is encumbered in consultant contracts. Total expended to date on Phases 1 and 2 equals $3.48 million. Phase 2 includes funding for the specific plan, CEQA and related and supporting studies and reports.

The Solano360 project is funded by a loan from the General Fund and is accounted for and tracked separately. The Board established a requirement that the loan be repaid by future revenue streams stemming from the ultimate redevelopment of the fairgrounds' site. A Development Agreement between Solano County and the City of Vallejo, currently being negotiated, will address the proposed revenue sharing between the jurisdictions that will allow for the repayment of the General Fund loan from future revenues from the project. The County Administrator will come back to the Board at a later date to discuss and seek approval on the terms of the Development Agreement between the County and the City of Vallejo.

In conjunction with the Solano360 Specific Plan process, the County hired a financial consultant, Goodwin Consulting Group, to prepare a Public Facilities Financing Plan and a Fiscal Impact Report. These reports were released on November 9, 2012 and were posted to the Solano360 website. The reports outlined a plan on how the County and its partner agencies the Fair and the City, could issue debt for the infrastructure requirements to improve the site, and defined the new revenues, such as property tax, sales tax, ground leases, etc. that would be generated by the development of the Project to both the City of Vallejo and Solano County/Fair. These new net revenues (defined as total revenues generated by the project site less agency expenses to serve the project site), are shown in the Fiscal Impact Report to be sufficient to reimburse the County for the entitlements costs for the Solano360 Project and to repay the debt service payments related to the debt issuances for the Project Area. The Solano360 Specific Plan allows for 100.3 acres for public areas and 48.8 acres for private development areas.

DISCUSSION:

Background: Pre- Solano360

On July 25, 2000, the Solano County Board of Supervisors (the "Board") adopted a resolution directing the development of a common vision for the redevelopment of the 149-acre Solano County Fairgrounds property (the "Fairgrounds") located at the intersection of I-80 and Hwy 37 in Vallejo, California. The resolution cited the desire to support the continuation of the annual Fair in its present location, as well as to explore the better utilization of the Fairgrounds. As a result

of the resolution, an ad hoc committee, comprised of two Solano County Supervisors, representatives from Solano County Fair Association (SCFA), City of Vallejo (the "City"), Marine World and the Holiday Inn (as Six Flags Discovery Kingdom and Courtyard by Marriott were named at that time), was selected to formulate the common vision.

In March 2002, the ad hoc committee, with the concurrence of the SCFA Board of Directors and the Board, established preferred site redevelopment concepts. These included: an indoor arena or outdoor entertainment facility, an equestrian facility, exhibit facilities, a conference hotel complex, off-track wagering facility, recreational vehicle park, multi-use livestock facility, and specialty entertainment/destination retail facilities. The SCFA Board of Directors, along with the Board, directed the creation of a master planning document for the redevelopment of the Fairgrounds.

On March 10, 2003, after three years of research and input from the community and independent consultants, the SCFA issued a Request for Qualifications ("RFQ") to seek a qualified Master Developer to help revitalize the Fairgrounds. In September 2003, after a comprehensive review of firms responding to the RFQ, the Mills Corporation ("Mills") was selected as Master Developer.

In January 2004, Solano County entered into a Memorandum of Intent (MOI) with Mills. Mills was required to complete due diligence for the property, including mapping, habitat surveys, a preliminary traffic study, utility investigations, soil reports, and title and survey research.

From 2004 to 2006, Mills conducted due diligence that identified site constraints including traffic and transportation, biological, infrastructure and other planning issues. Mills also conducted economic impact studies that estimated the potential redevelopment could bring as many as 2,500 permanent jobs, 3,500 temporary construction jobs and a gross annual economic impact of $525 million.

In June 2006, despite the efforts of the County, the City and the SCFA, and after several extensions had been granted, the agreement with Mills terminated. While many factors contributed to the termination of the agreement with Mills, the following lessons were learned from that process:

- The fact that Mills did not have a local presence was detrimental to the process;

- Mills' interests were not aligned with the interests of the County or City;

- The arrangement had an inherent conflict in that Mills was acting as both the land planner and future user; and

- The land use concepts presented by Mills were driven by the company's established retail model and not the highest and best use of the site.

Solano360- The Visioning Phase

In February 2007, Lucas Austin and Alexander LLC (dba Brooks Street), a Vallejo-based master development company, approached the County with a proposal to restart the planning process for the Fairgrounds, which became known as the Solano360 Project, a descriptive name to designate the project of turning the Fairgrounds around as well as a catch phrase to encompass the potential use for the site during the 360 days out of each year when the County Fair was not being held.

From Spring of 2007 through September of 2008, building on the lessons learned from the Mills process, representatives of the County met with representatives of the City of Vallejo on several occasions regarding the potential to restart the planning process for the redevelopment of the Fairgrounds, which resulted in the County's contracting with Brooks Street to develop a shared vision of the Solano County Fairgrounds development.

On February 24, 2009, the Board of Supervisors adopted the following Guiding Principles and approved a new Memorandum of Understanding (2009 MOU) with the City of Vallejo to guide the development of the Solano360 Project Vision:

• Generate revenues for Solano County and the City of Vallejo, create jobs and ensure long-term economic sustainability.

• Establish a unique place with an unmistakable identity that serves as a destination for visitors as well as a pedestrian-friendly, community gathering place.

• Explore a mix of complementary land uses, including retail, commercial, hospitality, recreational, residential, family and youth oriented, educational and civic uses that seamlessly integrate with the "Fair of the Future."

• Explore increased physical connectivity and synergy with Six Flags Discovery Kingdom, downtown Vallejo, the waterfront and other existing commercial operations.

• Provide pedestrian, bicycle, vehicular and transit facilities that foster access to, from and within the site.

• Incorporate sustainable and green principles in all aspects of the development.

Providing policy oversight of the process was the Solano360 Committee, re-established by the 2009 MOU but similar in form and function as the original ad hoc committee, comprised of two Solano County Supervisors, the Mayor and two members of Vallejo City Council, and three Directors from Solano County Fair Association Board of Directors.

Three community workshops were held at the Fairgrounds in 2009 to discuss community concerns and receive ideas and input on the Project Vision. In addition, a website and online survey were created to provide additional means of receiving public input. This planning effort culminated in the acceptance of the Solano360 Vision Report on June 9, 2009 by the Board of Supervisors and by the Vallejo City Council as the basis for beginning the entitlement phase.

The Project Vision offered flexible, sustainable options for a diverse and future-oriented program of uses to be developed over time. Based on these principles, a preliminary mix of land uses was proposed, including entertainment, mixed use commercial, hospitality, office, open space, exhibition hall, flex special event facilities, outdoor multi-purpose area, demonstration farm, transit, parking and other fair uses. The Solano360 Vision Report stated that there was a need to assure flexibility and the ability to adapt to market conditions over time. The Solano360 Vision Report also included an Implementation strategy that indicated that the property would likely be developed in phases and "within each phase, development will occur in orderly increments, based on market demand and staging of on-site infrastructure."

Solano360- The Entitlement Phase

The Solano360 Phase 2 (Entitlement) project is a three-party coordinated effort between the County, City of Vallejo, and Solano County Fair Board which, based on the Solano360 Vision, includes developing a Specific Plan for the site as well as the preparation of an Environmental Impact Report (EIR) for the Solano360 project. The Specific Plan was prepared by SWA, Michael Brandman & Associates (MBA) prepared the EIR, and Municipal Resource Group (MRG) is under contract to serve as the project manager, coordinating both efforts.

The Notice of Preparation (NOP) for the EIR was issued on September 9, 2011 and the comment period on the NOP was extended through October 26, 2011. The Draft Specific Plan, Draft EIR, Draft Public Facilities Financing Plan and Draft Fiscal Impact Analysis were released for public review on November 9, 2012 and the comment period on the Draft EIR ended on January 10, 2013. These documents were made available in hard copy for public review at Resource Management's public counter and at the Fairfield and Vallejo public libraries. The documents were also posted to Solano County's "Solano 360" website and can be accessed through the following link: http://www.solanocounty.com/solano360/reports.asp

The Board conducted a public hearing on the draft documents at a joint session with the Solano County Fair Board on December 11, 2012. The Vallejo City Council held a joint meeting with its Planning Commission on January 7, 2013 to receive feedback on the documents. Based on concerns raised at that meeting, the City of Vallejo facilitated a community workshop on February 7, 2013 to further discuss the fiscal impact of the Project on Vallejo.

EIR

The California Environmental Quality Act (CEQA) requires lead agencies to identify, evaluate, disclose to the public, and mitigate to the extent feasible the environmental impacts of proposed land use activities. Such analysis is prepared in the form of an environmental impact report (EIR). The County serves as the lead agency for this project.

The EIR consists of a project description, twelve topical sections (such as aesthetics, air quality, noise, transportation and other potentially impacted environmental conditions), and alternative projects analysis, cumulative impacts, proposed mitigations and technical appendices.

The Draft EIR proposes mitigations to address environmental impacts potentially created by the project. In addition, the Draft EIR found:

- The project is consistent with applicable provisions of the Vallejo Municipal Code and General Plan, as proposed to be amended.

- The project is compatible with surrounding uses.

- Nearby sensitive receptors would not be exposed to unhealthful levels of air pollution from the project.

- Adequate public services and utilities will exist to serve the project.

- The project would result in significant and unavoidable air quality impacts.

- The project would result in significant and unavoidable traffic impacts; however the project would contribute its proportional share of the cost of traffic improvements proposed for the area.

The Draft EIR concluded that all impacts can be mitigated to a level of less than significant, with

the exception of air quality plan consistency, freeway traffic and cumulative freeway traffic, intersection operations and cumulative intersection operations. For these impacts, a statement of overriding considerations would be required as set forth in the CEQA guidelines which are included as Exhibit A to the attached Resolution.

The Draft EIR identified ways in which comments may be submitted regarding the environmental review throughout a public comment period. Members of the public were provided opportunities to comment during the Board's public hearing held on December 11, 2012 as well as the ability to submit comments in writing during the public comment period which closed on January 10, 2013. Responses to all comments received during the comment period were provided to all comment authors on February 15, 2013, as required by law.

Staff is recommending the adoption of the attached resolution certifying the Final EIR and adopting Findings of Fact, a Statement of Overriding Consideration and a Mitigation Monitoring and Reporting Plan (MMRP) for the Solano360 Specific Plan. The Final EIR consists of (1) the Draft EIR for the Solano360 Specific Plan, dated November 9, 2012, (2) the Final EIR for the Solano360 Specific Plan, dated February 15, 2013 (which includes public comments on the Draft EIR, responses to comments, revisions to the Draft EIR in response to specific comments and staff recommendations), and (3) the resolution certifying the Final EIR.

Specific Plan

The proposed Specific Plan describes the proposed plan for phased development of the Fairgrounds site, based on the land plan that the Solano360 Committee confirmed as the basis for preparing the Specific Plan. The proposed Specific Plan incorporates the Guiding Principles approved by the agencies and supports the goal of establishing Solano360 as a unique place

that serves as a destination for visitors and as a pedestrian friendly community gathering place.

The Plan serves as a flexible guide for land use and infrastructure improvements, public and private investments, and long-term phasing, based on Vision principles; ensures consistency with the City of Vallejo General Plan and provides the basis for environmental review and subsequent entitlements. The Solano360 Committee also considered the analysis and recommendations of a market study, which guided the land use components proposed in the Solano360 Specific Plan.

The Specific Plan is a comprehensive document that contains development standards, land use policies and financing/implementation plans that proposes phased development of:

- Revitalized Solano County Fairgrounds, including built and open space venues and parking on 35 acres.
- A 144,000 gross square foot Exposition Hall built in two phases.
- A creek park and water feature adjacent to the private uses and the Fairgrounds.
- Entertainment-Mixed Use retail/restaurant uses on 18.8 acres.
- A major attraction Entertainment Commercial use on 30 acres.

- Parking, transit facilities and public roads.

- Improved drainage channels.

The Specific Plan serves as the County's master plan for development of "Public Purpose Areas" consisting of a new "Fair of the Future", an iconic, landmark destination that will build upon the 63-year heritage of the Solano County Fair, along with associated open space, parking, transit, and roadways. These Public Purpose Areas are proposed for primarily public purposes associate with the Solano County Fair and will be exempt from the City's land use authority.

The Specific Plan will also serve as a Specific Plan and Master Plan to satisfy the requirements under the Vallejo Municipal Code, Title 16. The Specific Plan provides flexible planning and design provisions for proposed mixed-use development to be undertaken for private, revenue-generating purposes, subject to the City's land use authority. These Private Purpose Areas will require a City of Vallejo General Plan and Zoning Map Amendment, which will be presented to the City of Vallejo for approval concurrently with this Specific Plan.

Staff is recommending approval of the Solano360 Specific Plan, dated November 9, 2012, as modified with the attached proposed revisions, which, if approved, will be incorporated into the final, published Solano360 Specific Plan.

Next Steps
Upon certification of the FEIR and approval of the Solano360 Specific Plan by the Board of Supervisors, these documents, along with a tentative map and a Development Agreement with the City of Vallejo will be presented to the Vallejo Planning Commission, and if approved, will be recommended for adoption by the Vallejo City Council. Once the Vallejo City Council approves the Development Agreement, staff will return to this Board with the Development Agreement for approval and to seek direction on the next steps to implement the Solano360 Specific Plan.

ALTERNATIVES:

The Board could choose not to certify the Final EIR or adopt the Solano360 Specific Plan. However, this is not recommended since this is not consistent with previous Board direction. The Solano360 Specific Plan represents a culmination of planning efforts that began back in early 2000 to develop a common vision to revitalize the Solano County Fairgrounds.

OTHER AGENCY INVOLVEMENT:

Staffs from the City of Vallejo, the Solano County Fair Manager, Resource Management and County Counsel have worked with the project consultants to prepare the FEIR and the Solano360 Specific Plan. The Solano360 Specific Plan was prepared with guidance from the Solano360 Committee which convened three public workshops back in 2009 and has held eighteen public meetings throughout the planning process to review and provide input on the various aspects of the Project.

In addition to the public meetings of the Solano360 Committee, there have been five presentations before the Vallejo City Council as well as a joint Vallejo City Council-Planning Commission meeting held on January 7, 2013 to receive public input on the Project and a public workshop on the financial aspects of the Project on February 7, 2013. There have been over 40 Fair Board meetings at which the project was discussed. Staff has also been before this Board fourteen times on various project-related issues. On December 11, 2012, the Solano County

Board of Supervisors and the Solano County Fair Board held a joint meeting to conduct a public hearing on the Draft EIR.

The Draft EIR was also submitted to regional and state agencies for review as required by law.

CAO RECOMMENDATION:

APPROVE DEPARTMENTAL RECOMMENDATION

RESOLUTION NO. 2013-_28___

RESOLUTION OF THE BOARD OF SUPERVISORS OF SOLANO COUNTY CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT, MAKING FINDINGS OF FACT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE SOLANO360 SPECIFIC PLAN

WHEREAS, Solano County ("County") has proposed to approve the Solano360 Specific Plan ("Plan") to develop a flexible, long-term framework for redevelopment of the Solano County Fairgrounds, on 149.11 acres County-owned property located at the crossroads of Interstate 80 and State Route 37 within the City of Vallejo; and

WHEREAS, the Plan will provide approximately 35 acres for the revitalized Solano County Fairgrounds area, known as the "Fair of the Future, including a new Exposition Hall, open space venues, a new water feature, demonstration farm, arrival plaza and midway/event lawn; and

WHEREAS, the Plan allows for approximately 18.8 acres of entertainment-orientated mixed commercial uses, such as "Family Entertainment Centers", and associated restaurant and retail activities, 30.0 acres for a major entertainment use, and approximately 23.9 acres for a creek park/water feature and Fairgrounds channel to provide opportunities for riparian/wetland habitat and trails; and

WHEREAS, the Plan also includes 2.2 acres for a transit and parking facility as well as 14.3 acres for major roadways and 24.75 acres shared parking to support the continued viability of entertainment uses within and near the Plan Area; and

WHEREAS, Solano County, through its consultant Michael Brandman Associates has prepared a Final Environmental Impact Report for the Project, consisting of three volumes titled Draft Environmental Impact Report (dated November 9, 2012), Response to Comments and Final EIR (dated February 15, 2013), and Mitigation Monitoring and Reporting Program (dated February 15, 2013), and

WHEREAS, the Solano County Board of Supervisors ("Board") has reviewed and considered the information contained in the Final Environmental Impact Report and

WHEREAS, the Board has reviewed and considered the report and recommendation of the County Administrator's Office; and

WHEREAS, the Board has considered all comments submitted regarding the Final Environmental Impact Report and its preparation, as well as any and all oral or written comments submitted at or before the public hearing on February 26, 2013; and

WHEREAS, the Final Environmental Impact Report, as prepared by the County's consultant, requires no amendment or revision.

RESOLVED, the Solano County Board of Supervisors certifies as follows:

1. The Final Environmental Impact Report for the Solano360 Specific Plan has been completed in compliance with the California Environmental Quality Act and the State CEQA Guidelines (14 Cal. Code Regs., § 15000 et seq.); and

2. The Final Environmental Impact Report for the Solano360 Specific Plan was presented to the Solano County Board of Supervisors, which is the lead agency for the Project, and the Board reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the Project; and

3. The Final Environmental Impact Report for the Solano360 Specific Plan reflects the Board's and the County of Solano's independent judgment and analysis.

RESOLVED, the Solano County Board of Supervisors adopts the Mitigation Monitoring and Reporting Program for the Project.

RESOLVED, the Solano County Board of Supervisors makes the CEQA Findings of Fact contained in Exhibit A attached to, and incorporated into, this Resolution.

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Passed and adopted by the Solano County Board of Supervisors at its regular meeting on February 26, 2013 by the following vote:

AYES:	Supervisors	Hannigan, Spering, Thomson, Vasquez, and Chair Seifert.
NOES:	Supervisors	None.
EXCUSED	Supervisors	None.

LINDA J. SEIFERT, Chair
Solano Counyt Board of Supervisors

ATTEST:

BIRGITTA E. CORSELLO, Clerk
Board of Supervisors

By: Myra Chiula, deputy
Patricia J. Crittenden, Chief Deputy Clerk

EXHIBIT A

CEQA FINDINGS OF FACT

OF THE COUNTY OF SOLANO

Board of Supervisors

For the

Solano360 Specific Plan

February 26, 2013

1. OVERVIEW AND INTRODUCTION

These Findings and Statement of Overriding Considerations are made with respect to the "**Project Approvals**" (as defined below) for the Solano360 Specific Plan Project (the "**Project**" or "**project**") and the findings of the Board of Supervisors (the "**Board**") of the County of Solano (the "**County**") relating to the potentially significant environmental effects of the Project to be developed in accordance with the Project Approvals. The following Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program ("**MMRP**") are adopted by the Board as required by the California Environmental Quality Act ("**CEQA**"), Public Resources Code sections 21081, 21081.5 and 21081.6 and Title 14, California Code of Regulations, (the "**CEQA Guidelines**") section 15091 through 15093, for the Project.

Pursuant to Public Resources Code section 21081 and CEQA Guidelines section 15091, no public agency shall approve or carry out a project where an Environmental Impact Report (the "**EIR**") has been certified, which identifies one or more significant impacts on the environment that would occur if the project is approved or carried out, unless the public agency makes one or more findings for each of those significant impacts, accompanied by a brief explanation of the rationale of each finding. The possible findings, which must be supported by substantial evidence in the record, are:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impact on the environment as identified in the Final EIR ("**Finding 1**").

- Changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency ("**Finding 2**").

- Specific economic, legal, social technological or other considerations, make infeasible the mitigation measures or Project alternatives identified in the EIR ("**Finding 3**")

For those significant impacts that cannot be mitigated to below a level of significance, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant impacts on the environment.

2. PROJECT DESCRIPTION

The proposed Project analyzed in the EIR is fully described in Section 2 of the November 9, 2012 Draft EIR, which is part of and incorporated by reference in the February 26, 2013 Final EIR for the Project. The proposed Project consists of a long-term framework for redevelopment of the Solano County Fairgrounds, on 149.11 acres County-owned property located at the crossroads of Interstate 80 and State Route 37 within the City of Vallejo.

Entertainment Area

The land use concept in the Solano360 Specific Plan is intended to facilitate upgrading and expansion of the Fairgrounds, development of "Entertainment- Mixed Use" venues and facilities that may be feasible in the near term, and creation of a larger parcel for a future "Entertainment-Commercial" use as a new, major anchor or entertainment "gate." The entertainment project area would authorize up to 327,571 square feet of retail, commercial, entertainment, and office space (as a substitute for other EMU uses) on 48.8 acres at the time of full buildout. Within those 48.8 acres, the EC area would include 30 acres of theme park-type uses. Three parking structures would also be constructed at the site.

Fairgrounds

The fairgrounds portion of the site would include up to 149,500 square feet of new building space at the time of full buildout, including a new exposition hall and new concert arena/grandstand cover. All existing fair facilities would be demolished with the exception of Gibson Hall, McCormack Hall, the trash shed, the maintenance shed, the livestock building, sheep barn, and associated landscape, circulation, and loading areas.

The 149.11-acre Solano County Fairgrounds site is located immediately southwest of the Interstate 80 (I-80) and State Route 37 (SR-37) interchange in the City of Vallejo, California, adjacent to the Six Flags Discovery Kingdom theme park and Lake Chabot.

The County is the owner of the site and will serve as developer for the Public Purpose Areas of the Project and may issue a Request for Proposals to solicit a single Developer or multiple Developers for developing the Private Purpose Areas.

3. PROJECT OBJECTIVES

The following overall objectives provide consistency with the Solano360 Guiding Principles, adopted by the Solano County Board of Supervisors on February 24, 2009 and by the Vallejo City Council on March 10, 2009, and establish a basis for the plans, programs, and policies of the Plan:

- Generate revenues for Solano County and the City of Vallejo, create jobs and ensure long-term economic sustainability.
- Establish a unique place with an unmistakable identity that serves as a destination for visitors as well as a pedestrian-friendly, community gathering place.
- Explore a mix of complementary land uses, including retail, commercial, hospitality, recreational, residential, family and youth oriented, educational and civic uses that seamlessly integrate with the "Fair of the Future."
- Explore increased physical connectivity and synergy with Six Flags Discovery Kingdom, downtown Vallejo, the waterfront and other existing commercial operations.
- Provide pedestrian, bicycle, vehicular and transit facilities that foster access to, from and within the site.
- Incorporate sustainable and green principles in all aspects of the development.

4. PROJECT APPROVALS

An EIR is a public document used by a public agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid environmental damage (Cal. Code Regs., Title 14, §15121). As an informational document, an EIR does not recommend for or against approval of a project. The main purpose of an EIR is to inform governmental decision makers and the public about the potential environmental impacts of a proposed project. As the lead agency under CEQA, this EIR will be used by the County in making decisions with regard to the construction and operation of the proposed project. The information in this EIR will also be used by responsible agencies and other agencies with jurisdiction, as listed below, in deciding whether to grant permits or approvals to construct or operate the proposed project. All of the following actions are referred to collectively as the "**Project Approvals.**" The Project Approvals encompass the approvals for the Project for the purposes of CEQA and CEQA Guidelines section 15378 and these determinations of the Board.

The following approvals apply to the Project:

Agency	Permit/Action
Federal	
Federal Emergency Management Agency	Approval of removal of flood plain
U.S. Army Corps of Engineers	Section 404 Individual Permit
U.S. Fish and Wildlife Service	Section 7 consultation
State	
California Department of Fish and Game	Section 1600 Streambed Alteration Agreement
California Department of Transportation	Approval/permits for minor ramp and signal improvements or other improvements affecting Caltrans facilities
California Regional Water Quality Control Board	Construction General Permit for ground disturbing Activities and possible discharge permit; Section 401 Permit for discharge of storm water
PG& E	Relocation of pipes and quit claim of easements/ acceptance of new easements
Local	
County of Solano	Various ministerial approvals for Public Purpose Areas (e.g., Building and grading permits)
City of Vallejo	General Plan and Zoning Amendment, Various ministerial approvals for Private Purpose Areas (e.g., building and encroachment permits)
Vallejo Sanitation and Flood Control	Ministerial permits (e.g., will-serve letter)

5. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the Project consists at a minimum of the following documents:

- The Notice of Preparation ("**NOP**") and all other public notices issued by the County in conjunction with the Project;
- The Project Draft EIR (November 2012) and Final EIR (February 2013) and all documents cited, incorporated by reference, or reference therein;
- All comments submitted by agencies or members of the public during the public comment periods on the Draft EIR;
- All comments or correspondence submitted to the County with respect to the Project, in addition to timely comments on the Draft EIR;
- The MMRP for the Project;
- All findings and resolutions adopted by the County decision makers in connection with the Project, and all documents cited or referred to therein;
- All reports, studies, memoranda, staff reports, maps, exhibits, illustrations, diagrams or other planning materials relating to the Project prepared by the County or by consultants to the County, or responsible or trustee agencies and submitted to the County, with respect to the County's compliance with the requirements of CEQA and with respect to the County's actions on the Project;
- All documents submitted to the County by other public agencies or members of the public in connection with the Project, up through the close of the public hearing on February 26, 2013;
- Any minutes or verbatim transcripts of all information and study sessions, workshops, public meetings, and public hearings held by the County in connection with the Project;
- Any documentary or other evidence submitted to the County at such information sessions, public meetings, and public hearings;
- Matters of common knowledge to the County, including, but not limited to those cited above; and
- Any other materials required to be in the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The custodian of the documents and other materials that constitute the record of proceedings upon which the County of Solano Board of Supervisors project approval is the County Department of Resource Management, whose office is located at 675 Texas St., Suite 5500, Fairfield, CA 94533. The custodian of the documents is the Department Head or his/her designee.

6. Procedural History

A. On September 9, 2011, the County released an Initial Study and NOP of an EIR for the Project.

B. A Draft EIR entitled "Draft Environmental Impact Report Solano360 Specific Plan" was prepared by Michael Brandman Associates, under the direction of the County Administrator's Office and the County Department of Resource Management. The Draft EIR consists of the Draft Environmental Impact Report and its Appendices (dated November 9, 2012). The Draft EIR addressed the issues raised in response to the NOP.

C. On November 9, 2012, a Notice of Completion and copies of the Draft EIR were delivered to the State Clearinghouse (State Clearinghouse No. 2011092067) and the Draft EIR was circulated for a duly noticed forty-five (45) day public review period that began on November 9, 2012 and ended on January 10, 2013.

D. A notice of availability of the Draft EIR was published in the Vallejo Times Herald and was emailed to the list of persons who had subscribed to the County's electronic Project notification system. The Draft EIR documents were mailed via first class mail to federal, state, and local agencies as well as person who had requested a copy. Copies of the Draft EIR were made available at the John F. Kennedy Library, 505 Santa Clara Street, Vallejo.

E. On September 15, 2011, the County held a scoping meeting at the Vallejo City Council Chambers, 555 Santa Clara Street, Vallejo.

F. On December 11, 2012, the Board held a public hearing with the Solano County Fair Board to receive comments on the Draft EIR.

G. At the February 26, 2013 public hearing, the Board considered the Draft EIR and Final EIR and Project Approvals. The Final EIR consists of three volumes titled Draft Environmental Impact Report (dated November 9, 2012), Final Environmental Impact Report which includes Responses to Comments (dated February 15, 2013) and the Mitigation Monitoring and Reporting Program (dated February 15, 2013).

7. Findings of Fact

a. Impacts Determined to be Less Than Significant (no mitigation required).

The Board of Supervisors agrees with the characterization in the Final EIR with respect to all impacts identified as "less than significant" and finds that those impacts have been described accurately and are less than significant or present no impact as so described in the Final EIR. Under CEQA, no mitigation measures are required for impact that less than significant. (Pub. Resources Code § 21002; CEQA Guidelines, §§ 15126.4 sub. (a)(3); 15091). This finding applies to the following impacts:

3.1 Aesthetics, Light and Glare

- AES-1. The project would not substantially degrade the existing visual character or quality of the site and its surrounding.

  Rationale for Finding: The project site is located within an area that contains existing, developed commercial, entertainment, and residential land uses. The proposed Project would employ traditional city design elements, including a pedestrian-oriented core, and would provide landscaping along street frontages and within parking areas intended to create an appealing entertainment destination with multiple attractions.

- AES-2. The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

  Rationale for Finding: Project lighting would be designed to case light downward, thereby reducing glare to adjacent properties. Landscaping along the site's perimeter-including Interstate 80, State Route 37 and Fairgrounds Drive – would reduce effects resulting from the project's lighting and glare.

7.2.2 Agriculture Resource.

Rationale for Finding: The proposed site does not contain active agricultural land. The site has no recent history of being used for forestry and is presently not used for agricultural purposes. The project site is currently designated Public Facilities by the Vallejo Zoning Ordinance which is non-agricultural zoning designation.

7.2.3 Geology, Soils and Seismicity- Septic or Alternative Wastewater Disposal Systems.

Rationale for Finding: The proposed site would be served by the Vallejo Sanitary and Flood Control District's wastewater collection system. No septic or alternative wastewater disposal systems exist onsite and none would be installed as part of the project.

7.2.4 Hazards and Hazardous Materials – Public and Private Airports.

Rationale for Finding: The project site is not located within an airport land use plan or the vicinity of a private airstrip or a public airport.

7.2.5 Hydrology and Water Quality – Seiches, Tsunamis or Mudflows.

Rationale for Finding: The project site is not located within a dam failure inundation hazard area or exposed to sea level rise, extreme high tides, or tsunamis.

7.2.6 Land Use

Rationale for Finding: The proposed plan will be consistent with the City's General Plan and Zoning Ordinance, once amended, as proposed in the Specific Plan.

7.2.7 Mineral Resources

Rationale for Finding: The project site does not contain nor does the Vallejo General Plan indicate that there are any significant mineral resources within the planning area.

7.2.8 Population and Housing

Rationale for Finding:

Growth inducement: Given the unemployment rate in Vallejo as of September 2011 was at 13.6 percent or 8,800 unemployed persons and the county's unemployment rate of 11.0 percent or 23,500 unemployed persons, it is expected that the proposed project's employment opportunities could be readily filled from the local labor force and would not result in indirect population growth.

Displacement of Persons or Housing: The project site does not contain any housing or resident population. Therefore, project construction would not displace any person.

7.2.9 Recreation

Rational for Finding: the new employment opportunities created by the project would not induce substantial population growth from outside areas creating a need for new or expanded recreational facilities. Recreational facilities for the residential dwellings that may occur on the project site would be addressed through payment of in-lieu park fees.

Other golf courses in the vicinity could accommodate increased demand associated with the closure of the onsite golf course.

7.2.10 Urban Decay

Rational for Finding: The proposed project may include a limited amount of new commercial retail development to support the entertainment uses proposed on the site. These land uses in the proposed project are consistent with the market demand study prepared for the Vision Plan which identified opportunities to create a synergetic mix of region-serving entertainment and amusement attractions, along with complementary restaurant, retail and hospitality uses that would build on the presence of the existing Six Flags Discovery Kingdom facility and Solano County Fairgrounds.

b. Impacts Found to be Less Than Significant with Implementation of Mitigation Measures.

The Final EIR identifies the following significant environmental impact associated with the Project and Mitigation Measures to be adopted to reduce these significant impacts to a less-than significant level. Many significant effects were avoided altogether because the Solano360 Specific Plan contains provisions that prevent the occurrence of significant effects in the first place. The Mitigation Measures identified below are either referenced or presented in summary form. For a detailed description of impacts and Mitigation Measures, see the appropriate text in the Final EIR (including the applicable volumes of the Draft EIR). Except as may be expressly otherwise stated in certain cases below, if any, all Mitigation Measures proposed in the Final EIR shall be implemented. These Mitigation Measures are incorporated into the description of the Project and their implementation will be further tracked through the Mitigation Monitoring and Reporting Program.

3.2 Air Quality

- Impact AIR-2. The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

  (a) Mitigation Measures. MM AIR-2 and implement TRANS-1 and TRANS-9.

  (b) Findings. According to the EIR, project construction would temporarily generate fugitive dust, but this impact can be mitigated to less than significant level if the project applicant requires construction contractors to implement a dust abatement program. As explained on page 3.2.27 of the EIR, such a program would include several elements, including sprinkling of the construction areas, covering stockpiles and haul trucks, sweeping up dirt and debris on adjacent roads, and providing a point of contact for dust complaints. Implementation of a traffic management plan and the Project's contribution of its fair share of the traffic improvements identified in TRANS-1 will also address the Carbon Monoxide levels generated at the site. Combined, these measures will mitigate the impact to less than significant.

  For the foregoing reasons, the County adopts Finding 1.

- Impact AIR-4. The project would not expose sensitive receptors to substantial pollutant concentrations.

(a) Mitigation Measures. MM AIR-3a, MM BIO-3b, MM AIR-4a, and MM BIO-4b.

(b) Findings. Project construction would temporarily generate concentrations of carbon monoxide, diesel particulate and other toxic air contaminants, but this impact can be mitigated to less than significant level if the project applicant requires construction contractors to implement controls for the usage of paint as explain in MM AIR-3a. These measures will mitigate construction impact to less than significant. Operationally, these impacts can be mitigated by preventing idling on the site, limiting use of off-road diesel equipment by requiring the use of equipment that meets or exceeds US EPA Tier 3 off road emissions standards, and locating residences farther than 700 feet from the freeways. With these measures, this impact can be mitigated to less than significant.

For the foregoing reasons, the County adopts Finding 1.

- Impact AIR-5. The project would not create objectionable odors affecting a substantial number of people.

(a) Findings. As further discussed in the EIR, the project is not anticipated to create objectionable odors. Therefore, this impact is less than significant.

3.3 Biological Resources

- Impact BIO-1. The project could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

(a) Mitigation Measures. MM BIO-1a, MM BIO-1b, and MM BIO-1c.

(b) Findings. The Biological reconnaissance survey of the site found no presence of the California red-legged frog, Pacific pond turtle nor tree-nesting birds or bats. With no special status animal species present on the site, the reaches of Rindler Creek and Blue Rock Spring may support suitable, albeit low-quality habitat and therefore, species-specific surveys using established protocols will be conducted during the appropriate season to determine if any special status animal species is present on the site. In addition, there are numerous trees and the golf course that may support an appropriate habitat for nesting birds or bats. Because of this environment, special status animal species have a potential to occur on site. With implementation of the mitigation measures, the impact is less than significant.

For the foregoing reasons, the County adopts Finding 1.

- Impact BIO-2. The project could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

(a) Mitigation Measures. MM BIO-2.

(b) Findings. Impacts to the riparian system will be temporary in nature, and because the project plans to widen the channel, reducing erosion and flooding, the result will be a more highly functioning riparian system, with greater structural diversity and higher biotic value. With implementation of the mitigation measures, the impact is less than significant.

For the foregoing reasons, the County adopts Finding 1.

- Impact BIO-3. The project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

(a) Mitigation Measures. MM BIO-3a and MM BIO-3b.

(b) Findings. A wetland delineation was conducted for the site by EDAW in 2005, and verified by the USACE on August 20, 2007 although the findings of that jurisdictional delineation expired on August 20, 2012. Prior to commencement of construction, the County shall obtain a Section 404 permit from USACE for any areas under USACE's jurisdiction. Additionally, the proposed project will restore existing drainage features on site to accommodate more flows, allowing for an increase in wetland creation following project construction.

For the foregoing reasons, the County adopts Finding 1.

- Impact BIO-4. The project could interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites.

(a) Findings. The project site is not used as a nursery site and none have been observed on site. Construction and operation are not expected to interfere with the movement of any native resident or migratory fish or wildlife species.

- Impact BIO-5. The project would not conflict with any local policies or ordinance protecting biological resources, such a tree preservation policy or ordinance.

(a) Findings. The City of Vallejo does not list any specific policies or ordinances that protect biological resources that occur onsite.

- Impact BIO-5. The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

(a) Findings. Neither the City of Vallejo not the County of Solano have an adopted Habitat Conservation Plan or Natural Community Conservation Plan under Section 10 of the ESA. Since Solano County does have a draft but has not yet adopted MSHCP, the proposed project was analyzed and

found consisted with the proposed Solano MSHCP for Urban Zone in which the project site is located.

3.4 Cultural Resources

- Impact CUL-1. The project would cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5.

  (a) Mitigation Measures. MM CUL-1a and MM CUL-1b.

  (b) Findings. Historic resources have not been previously recorded within the project site nor have historic resources been discovered through past subsurface construction activities. With the implementation of the mitigation measures, the impact is less than significant.

  For the foregoing reasons, the County adopts Finding 1.

- Impact CUL-2. The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5

  (a) Mitigation Measures. MM CUL -2a and MM CUL -1b.

  (b) Findings. Although there is one prehistoric resource recorded within the project, it was considered a secondary deposit when it was recorded in 1985. Recent visual examination during the course of the survey conducted for this project revealed that the area where the site was recorded has since been disturbed by the construction of Fairgrounds Drive and Six Flags Discovery Kingdom and therefore, it is considered highly unlikely that any portion of the site remain. In an abundance of caution, mitigation measures will be adopted if any potentially significant cultural resources are encountered during grading activities. With the implementation of the mitigation measures, the impact is less than significant.

  For the foregoing reasons, the County adopts Finding 1.

- Impact CUL-3. The project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. .

  (a) Mitigation Measures. MM CUL-3.

  (b) Findings. No recorded paleontological resources are known to present within the project site and there have been no reported fossil remains in the local vicinity. In an abundance of caution, mitigation measures will be adopted if any potentially significant paleontological resources are encountered during grading activities. With the implementation of the mitigation measures, the impact is less than significant.

  For the foregoing reasons, the County adopts Finding 1.

- Impact CUL-4. The project could disturb any human remains, including those interred outside of formal cemeteries.

  (a) Mitigation Measures. MM CUL-4.

(b) Findings. Although the project site is not anticipated to include an undisclosed burial site, mitigation measures will be adopted if any human remains are encountered during grading activities. With the implementation of the mitigation measures, the impact is less than significant.

For the foregoing reasons, the County adopts Finding 1.

3.5 Geology and Soils.

- Impact GEO-1. The project would expose people or structures to potential adverse effects, including the risk of loss, injury or death involving:

  i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

  ii) Strong seismic ground shaking?

  iii) Seismic-related ground failure, including liquefaction?

  iv) Landslides?

  (a) Mitigation Measures. MM GEO-1a and MM GEO-1b.

  (b) Findings. The proposed project may be exposed to strong ground shaking or soil liquefaction during an earthquake. Accordingly, the proposed project would implement all applicable requirements of the most recent California Building Standards Code, which provides criteria for the seismic design of buildings. With the implementation of the mitigation measures, the impact is less than significant.

  For the foregoing reasons, the County adopts Finding 1.

- Impact GEO-2. The project would result in substantial erosion or the loss of topsoil.

  (a) Mitigation Measures. MM GEO-2.

  (b) Findings. The implementation of a Storm Water Pollution Prevention Plan (SWPPP) and its associated Best Management Practices (BMP) will reduce potential erosion impacts to a level of less than significant.

  For the foregoing reasons, the County adopts Finding 1.

- Impact GEO-3. The project would be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, or liquefaction or collapse.

  (a) Mitigation Measures. MM GEO-3a and MM GEO-3b.

  (b) Findings. As part of the proposed project, the project site would be graded and the area underlying the building pads would be soil-engineered in accordance

with recommendations of a design-level geotechnical study and the requirements of the California Building Standards Code.

For the foregoing reasons, the County adopts Finding 1.

- Impact GEO-4. The project would be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property.

  (a) Mitigation Measures. MM GEO-4a and, MM GEO -4b.

  (b) Findings. As part of the proposed project, the project site would be graded and the area underlying the building pads would be soil-engineered in accordance with recommendations of a design-level geotechnical study and the requirements of the California Building Standards Code.

  For the foregoing reasons, the County adopts Finding 1.

3.6 Greenhouse Gas Emissions.

- Impact GHG-1. The project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

  (a) Mitigation Measures. Implement Mitigation Measures AIR-1a (exceed Title 24), AIR-3d, (prohibits wood burning appliances), AIR-4b (during operation, no idling and provide electrical hookups), GHG-2a (City of Vallejo CAP measures), and GHG-2b (County of Solano CAP measures).

  (b) Findings. With implementation of the mitigation measures, the impact is less than significant.

  For the foregoing reasons, the County adopts Finding 1.

- Impact GHG-2. The project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

  (a) Mitigation Measures. Implement Mitigation Measures AIR-1a, GHG 2a and GHG-2b.

  (b) Findings. With implementation of the mitigation measures, the impact is less than significant.

  For the foregoing reasons, the County adopts Finding 1.

3.7 Hazards and Hazardous Materials.

- Impact HAZ-1. The project would create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the hazardous materials into the environment.

  (a) Mitigation Measures. Implement Mitigation Measures HAZ-1a – HAZ-1c for Entertainment area and HAZ-1d through HAZ-1i for Fairgrounds.

(b) Findings. With implementation of the mitigation measures, the impact is less than significant.

For the foregoing reasons, the County adopts Finding 1.

- Impact HAZ-2. The project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

  (a) Mitigation Measures. Implement Mitigation Measures HAZ-1a – HAZ-1c for Entertainment and Opens Space area (HAZ-2a) and HAZ-1d through HAZ-1i for Fairgrounds (HAZ-2b).

  (b) Findings. With implementation of the mitigation measures, the impact is less than significant.

  For the foregoing reasons, the County adopts Finding 1.

- Impact HAZ-3. The project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

  (a) Mitigation Measures. Implement Mitigation Measures HAZ-1a – HAZ-1c for Entertainment and Opens Space area (HAZ-2a) and HAZ-1d through HAZ-1i for Fairgrounds (HAZ-2b).

  (b) Findings. With implementation of the mitigation measures, the impact is less than significant.

  For the foregoing reasons, the County adopts Finding 1.

- Impact HAZ-4. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

  (a) Findings. No mitigation measures required. Impact is less than significant prior to mitigation.

- Impact HAZ-5. The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

  (a) Findings. The project site is surrounded by parcels containing urban development and transportation uses generating no threat of a wildland fire. Standard construction practices would reduce the likelihood of fire during grading. No mitigation measures required. Impact is less than significant prior to mitigation.

3.8 Hydrology and Water Quality

- Impact HYD-1: Construction activities associated with the proposed project have the potential to degrade water quality in downstream water bodies.

(a) Mitigation Measures. MM HYD-1a and MM HYD-1b.

(b) Findings. Project implementation would result in approximately 97 acres of impervious surface or 65 percent of the project site compared to the current 62 acres developed with buildings and paved lots and 33 acres developed with a golf course and equestrian racetrack. Implementation of the mitigation measure would ensure that runoff associated with short-term construction activities would not contribute to the degradation of water quality in downstream waterways, particularly those with Total maximum Daily Loads (TMDLs) in effect.

For the foregoing reasons, the County adopts Finding 1.

- Impact HYD-2: Operation activities associated with the proposed project have the potential to degrade water quality in downstream water bodies.

(a) Mitigation Measures. MM HYD-2a and MM HYD-2b.

(b) Findings. One of the objectives of the proposed water feature is to improve the water quality of the runoff leaving the plan area prior to discharging into downstream facilities that lead to Lake Chabot. Under the proposed project, a majority of the runoff from the site would be routed through the proposed onsite man-made water feature that would serve as a storm water treatment BMP for the runoff. The design of the water feature is intended to provide good water quality at all times to the maximum extent practicable, so that any excess runoff to the lake would result in a decrease in urban runoff pollutants currently being discharged. With implementation of the mitigation measures, the impact is less than significant.

For the foregoing reasons, the County adopts Finding 1.

- Impact HYD-3: The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

(a) Findings. The project site does not contain any groundwater recharge basins. As such, any impacts would be less than significant.

- Impact HYD-4: The proposed drainage facilities would prevent potential downstream flooding.

(a) Findings. The primary drainage infrastructure improvements for the project would remove the site from the flood plain and channel improvements would reduce flooding conditions for the Newell mobile home park directly to the south of the project site. With the implementation of these improvements, as identified in the Plan, drainage impacts would be reduced to a level of less than significant.

- Impact HYD-5: The project would not place within a 100-year flood hazard area structures, including homes, which would impede or redirect flood flows or expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

    (a) Findings. FEMA, City of Vallejo, and VSFCD are currently in the process of remapping the plan area and these updated maps are not yet available for public review. Using the VSFCD Master Plan as a basis, drainage improvements identified in Impact HYD-4 and outlined in further detail in the Plan would reduce any potential flooding impact to a less than significant level.

3.9 Noise

- Impact NOI-1: The project would result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

    (a) Mitigation Measures. MM NOI-1a and MM NOI-1b.

    (b) Findings. Construction activities associated with the proposed Project would be consistent with the City of Vallejo Municipal Code regarding construction noise. However, to minimize noise generated during the grading activities which produce the most noise, stationary noise-generating construction equipment shall be placed a minimum of 1550 feet from the property line of the closed existing residential property line boundary. It is unknown exactly where the residential uses would be located within the EMU area but to the extent such uses are placed in proximity to the Fairgrounds, mitigation measures will be implemented to confirm that exterior noise standards of 60 dBA are achieved and interior noise levels are reduced to 45 dBA or less.

    For the foregoing reasons, the County adopts Finding 1.

- Impact NOI-2: The project would not result in exposure to persons to or generation of excessive groundbourne vibration or groundbourne noise levels.

    (a) Findings. Vibration levels are not projected to exceed the 0.05 inch per second significance threshold. The impact is less than significant based on the established threshold.

- Impact NOI-3: The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

    (a) Findings. Impacts attributable to project-specific traffic increases would be considered significant if they create a 5-dBA or greater increase in noise levels along roadways accessed by project-specific traffic in residential areas and 10 dBA in non-residential areas. Table 3.9-6 in the Draft EIR shows that the only area that has a 5-dBA or greater increase from the existing scenario is along Admiral Callaghan Lane north of Columbus Parkway; however, this segment is located within a general plan designated commercial-highway land use. Therefore, this impact is considered less than significant.

- Impact NOI-4: The project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

  (a) Mitigation Measures. NOI-1a, NOI-1b and NOI-4.

  (b) Findings. With incorporation of Mitigation Measures NOI-1a, NOI-1b and NOI-4, which requires that "all construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are not less effective than those originally installed by the manufacturer", impacts from construction noise will be less than significant.

  For the foregoing reasons, the County adopts Finding 1.

- Impact NOI-5: The project is located within an airport land use plan or, where such a plan has not been adopted, the project is not located within two miles of a public airport or public use airport. The project would not expose people residing or working in the project area to excessive noise levels.

  (a) Findings. The project is located approximately 5.6 miles southeast of the nearest public airport, Napa County Airport (NCA).

- Impact NOI-6: The project is not within the vicinity of a private airstrip; therefore the project would not expose people residing or working in the project area to excessive noise levels.

  (a) Findings. The project is not within the vicinity of a private airstrip.

3.10Public Services

- Impact PS-1 – Fire Protection: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.

  (a) Findings. A Fiscal Impact analysis prepared for the proposed project by the Goodwin Consulting Group concluded that the project would provide adequate revenue to the City to fund expected fire protection services. (Goodwin Consulting Group 2011). Therefore, any impact is less than significant.

- Impact PS-2 – Police Protection: The project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.

  (a) Mitigation Measures. PS-2a and PS-2b.

(b) Findings. A Fiscal Impact analysis prepared for the proposed project by the Goodwin Consulting Group concluded that the project would provide adequate revenue to the City to fund expected police protection services. (Goodwin Consulting Group 2011). In addition, proposed mitigation measures will promote coordinated security services between the City of Vallejo Police Department for the Private Purpose Areas and the Solano County Sheriff's Office for the Public Purpose Areas. With the adoption of the mitigation measures, this impact is less than significant.

For the foregoing reasons, the County adopts Finding 1.

- Impact PS-3 – Schools: The project could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.

  (a) Mitigation Measures. PS-3.

  (b) Findings. Although no residences are proposed for the Fairgrounds area, 50 residential units are proposed for the Entertainment Mixed Use area. Accordingly, residential development shall pay any applicable Vallejo City Unified School District development fee at the time of building permit to defray the cost of any increased demand for schools attributable to project implementation. Therefore, any impact is reduced to less than significant.

  For the foregoing reasons, the County adopts Finding 1.

- Impact PS-4 – Parks: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks.

  (a) Findings. Greater Vallejo Recreation District stated that the recreational facilities within a 1.5 mile radius of the project site could easily accommodate project residents.

- Impact PS-5 – Other Public Facilities: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.

  (a) Findings. The Solano County Library has determined that although the Springstowne Library is near capacity, either the John F. Kennedy Library in downtown Vallejo or the Fairfield Cordelia branch, which serves the project area, have capacity to serve the proposed project.

- Impact USS-1: The proposed project would increase water demand but would not require additional entitlements and supplies.

  (a) Findings. As more fully stated in the Draft EIR, a Water Supply Assessment was prepared in September 2012 by Wagner & Bonsignore Consulting Civil Engineers for the Plan that concluded that the City of Vallejo has sufficient existing water supply to serve the proposed project as well as existing customers and future planned growth. Moreover, the City of Vallejo has stated that the proposed would not result in adverse impacts to the City's water system and therefore, any impacts to the water system would be less than significant.

- Impact USS-2: The proposed project would be served by adequate wastewater treatment capacity.

  (a) Findings. As stated more fully in the Draft EIR, the existing sanitary sewer pipeline located in Fairgrounds Drive has capacity to serve both the proposed entertainment and open space area and future fairgrounds area. While the proposed development of the project site will increase demand on the existing sanitary sewer system, based on discussions with VSFCD engineer, it is not anticipated that any offsite improvements would be required to convey wastewater to the Ryder Street Wastewater Treatment Plant that currently has capacity to readily accommodate the proposed project's wastewater flows without the need for new or expanded facilities. VSFCD has concluded that the capacity of the sewer system would be adequate to support wastewater flows from land uses in the current land use plan. For these reasons, this impact is less than significant.

- Impact USS-3: The project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

  (a) Findings. The proposed primary drainage infrastructure improvements for the project would remove the site from the flood plain by addressing the high offsite flows from the east and south and the deficient capacity in the drainage channel from the site to Lake Chabot. The proposed plan calls for the expansion of the existing Fairgrounds channel and an improved culvert under Fairgrounds Drive. The proposed channel would reduce the flooding conditions that occur at the adjacent Newell mobile home park. In addition, the project's water feature would provide water quality benefits by improving the water quality of the runoff prior to discharging into downstream facilities that lead to Lake Chabot.

- Impact USS-4: The proposed project may generate substantial amounts of solid waste during both construction and operations.

  (a) Mitigation Measures. USS-4a, USS-4b, USS-4c and USS 4d.

  (b) Findings. The project is estimated to produce approximately 940 tons of construction waste which would not adversely affect the remaining capacity

at Keller Canyon Landfill which has an estimated capacity of 59 million cubic yards. Once fully developed, the project is anticipated to produce 1,168 tons of waste annually. While City of Vallejo Recycling Coordinator has confirmed that Keller Canyon Landfill has sufficient capacity to receive the annual waste, the plan requires the identification of recycling and waste reduction plans to ensure that recoverable materials and green waste are diverted from the waste stream to the maximum extent feasible. With the adoption of these mitigation measures, this impact is less than significant.

For the foregoing reasons, the County adopts Finding 1.

- Impact USS-5: The proposed project would not result in the inefficient, unnecessary, or wasteful consumption of energy.

  (a) Findings. The proposed project's structures would be designed in accordance with all applicable state energy efficiency requirements, including Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings.

3.11Transportation/Traffic

- Impact TRAN-3: The project would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

  (a) Mitigation Measures. MM TRANS-8 (which references MM TRANS-1).

  (b) Findings. As shown in Table 3.11-12 on page 3.11-65, the Existing Plus Project freeway mainline LOS for all Phase scenarios are all LOS E or better. As shown in Table 3.11-14 beginning on page 3.11-68, the Cumulative Plus Project freeway mainline LOS reaches LOS F for one segment, I-80 eastbound between Redwood Parkway and SR-37, for all three Phases of the project. However, because the LOS standard is F for this segment, no significant cumulative impact is identified. This impact is less than significant.

  For the foregoing reasons, the County adopts Finding 1.

c. Significant Environmental Impacts

In some instances, environmental impacts have been reduced through the mitigation of the Project. Some significant impacts of the Solano360, however, cannot be avoided by the adoption of feasible mitigation measures or feasible alternatives; these effects are outweighed by overriding considerations set for in the Statement of Overriding Considerations below. Following summarizes the findings of the Board of Supervisors with respect to significant environmental effects of the Solano360 Specific Plan.

3.2 Air Quality.

- Impact AIR-1: The project may conflict with or obstruct implementation of the applicable air quality plan.

  (a) Mitigation Measures. MM AIR-1.

  (b) Findings. While the Project supports the primary goals of the current BAAQMD's air quality plan (AQP) by providing a mixed use development within an urbanized community, adjacent to alternative transit infrastructure, jobs, housing, and community services, it will contribute to the ozone levels as shown in Impact AIR-3. The project would meet all of the Energy and Climate measures contained in the 2010 Clean Air Plan through project design features and implementation of mitigation. The adoption of mitigation measures will reduce the impacts but not to a less than significant level. This impact is overridden by project benefits as set forth in the statement of overriding considerations.

  For the foregoing reasons, the County adopts Finding 3.

- Impact AIR-3. The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).

  (a) Mitigation Measures. MM AIR-3a, MM AIR-3b, MM AIR-3c and MM AIR-3d.

  (b) Findings. Project construction would temporarily generate criteria pollutant emissions, but this impact can be mitigated to less than significant level if the project applicant requires construction contractors to implement controls for the usage of paint. As explained on page 3.2.33 of the EIR, such a program would include several elements, including use of low VOC paints and cleaning solvents, recycling leftover paint, and appropriate measures to limit excessive emissions and odors by keeping paint lids closed and solvent rags in sealed containers. These measures will mitigate construction impact to less than significant. Due to the location of the project site in the Air Basin, the operation of the project will exceed the Bay Area Air Quality Management District's thresholds for reactive organic gases and nitrogen oxides emissions. These thresholds can be reduced by limiting use of off-road diesel equipment by requiring the use of equipment that meets or exceeds US EPA Tier 3 off road emissions standards, paving roads prior to construction, prohibiting the use of wood-burning fireplaces. While these measures will reduce the emissions, this impact cannot be mitigated to less than significant. This impact is overridden by project benefits as set forth in the statement of overriding considerations.

  For the foregoing reasons, the County adopts Finding 3.

3.11 Transportation/Traffic

- Impact TRAN-1: The project would cause the LOS of a freeway segment or ramp junction to deteriorate from the current LOS on a state route segment for which there are

no planned and funded projects or programs designed to decrease congestion either on the route or within the larger travel corridor.

(a) Mitigation Measures. MM TRANS-1.

(b) Findings. As shown in Table 3.11-12 on page 3.11-65, the Existing Plus Project freeway mainline LOS for all Phase scenarios are all LOS E or better and operate at LOS D/E without project traffic. The I-80 express lanes are currently being analyzed but are not yet funded. This is a regional capacity improvement project lead by Solano Transportation Authority and Caltrans that would be expected to be funded with a combination of federal, state and potentially local funds. The project will contribute its fair share to the I-80 express lanes project but since the total funding and actual construction of the express lanes cannot be assured, this impact remains significant and unavoidable after mitigation. This impact is overridden by project benefits as set forth in the statement of overriding considerations.

For the foregoing reasons, the County adopts Finding 2.

- Impact TRAN-2: The project would have significant impacts on intersections under Phases 1, 2, and 3 based on Significance Criteria (b) through (e).

(a) Mitigation Measures. MM TRANS-9.

(b) Findings. The intersection at Fairgrounds Drive/Six Flags Discovery Kingdom Exit/Project Main Entry Road would continue to operate at LOS D through Phase 3 of the Project which is an acceptable standard. Therefore, no mitigation is proposed. Phase 3 would trigger impacts at both the eastbound and westbound ramps of Fairgrounds Drive/SR 37 as well as the Redwood Street/Fairgrounds Drive/I-80 Westbound ramp. The Solano Transportation Authority and Caltrans are the lead agencies on planning comprehensive improvements at these three intersections, which when constructed would mitigate the project impact. Until such improvements are constructed, this impact remains significant. This impact is overridden by project benefits as set forth in the statement of overriding considerations.

For the foregoing reasons, the County adopts Finding 2.

- Impact TRAN-8: The project would cause the LOS of a freeway segment or ramp jurisdiction to deteriorate from the current LOS on a state route segment for which there are no planned or funded projects or programs designed to decrease congestion on the route or within the larger travel corridor. (Significance criteria "a").

(a) Mitigation Measures. MM TRANS-8 (which references MM TRANS-1).

(b) Findings. As shown in Table 3.11-12 on page 3.11-65, two segments of I-80 eastbound – south of Redwood Parkway and between Redwood Parkway and SR-37 – are projected to fall a letter grade with the addition of project traffic to the 2035 No Project forecast volumes. The segment south of Redwood Parkway is forecast to be near the Level D/E threshold without project traffic, and to fall from D to E with the addition of project traffic.

The segment between Redwood Parkway and SR-37 is forecast to be near the LOS E/F without project traffic and fall from E to F with the addition of project traffic. As stated in Impact TRANS-1, the I-80 express lanes are currently being analyzed but are not yet funded. This is a regional capacity improvement project that would be expected to be funded with a combination of federal, state and potentially local funds. The project will contribute its fair share to the I-80 express lanes project but since the total funding and actual construction of the express lanes cannot be assured, this impact remains significant and unavoidable after mitigation. This impact is overridden by project benefits as set forth in the statement of overriding considerations.

For the foregoing reasons, the County adopts Finding 2.

- Impact TRAN-9: The project would have significant impacts on intersections under Phases 1, 2, and 3 based on Significance Criteria (b) through (e).

  (a) Mitigation Measures. MM TRANS-9.

  (b) Findings. Phase 1 would trigger a cumulative impact at intersection #7 at Fairgrounds Drive/Six Flags Discovery Kingdom Exit/Project Main Entry Road based on significance criteria (d) but would continue to operate at LOS C through Cumulative Project Phase 1 scenario. Phase 1 would also trigger cumulative impacts at intersection #15, Redwood Street/Fairgrounds Drive/I-80 Westbound Ramps, based on significance criteria (b). As mitigation for Phase 1, the project will contribute a proportional share of the widening of the westbound leg of Redwood Street at Fairgrounds Drive and adopt an Events Management to ensure that summer weekend late morning peak hour's trips do not exceed the current trip generation. As further discussed in the EIR in Section 3.11.7 – Cumulative Intersection Operations, Phase 2 and 3 of the Project trigger significant cumulative impacts at additional intersections. The Solano Transportation Authority and Caltrans are the lead agencies on planning comprehensive improvements at these three intersections, which when constructed would mitigate the project impact. Until such improvements are constructed, this impact remains significant. This impact is overridden by project benefits as set forth in the statement of overriding considerations.

  For the foregoing reasons, the County adopts Finding 2.

d. Cumulative Effects

CEQA Guidelines section 15130 requires the consideration of cumulative impacts within an EIR when a project's incremental effects are cumulatively considerable. Following is a discussion of that analysis which is further set for in Section 4 of the EIR.

4.2.1 Aesthetics Light and Glare

Finding: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively significant aesthetic impacts.

4.2.2 Air Quality

Finding: Although the project would incorporate mitigation measures, the project would still contribute to ozone concentrations and contribute cumulatively to health effects from ozone in the Basin. All other project-related air quality impacts were found to be less than significant.

4.2.3 Biological Resources

Finding: The proposed project, in conjunction with other planned or approved projects, would not have cumulative impact on biotic resources within the City of Vallejo or region.

4.2.4 Cultural Resources

Finding: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively significant impacts on cultural resources.

4.2.5 Geology, Soils and Seismicity

Finding: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively significant impacts related to unstable soils.

4.2.6 Greenhouse Gas Emissions

Finding: The proposed project is consistent with the emission strategies in the City of Vallejo and County of Solano climate action plans after the implementation of mitigation measures. Therefore, the project is consistent with the goals of AB 32 and would result in a less than significant impact after mitigation.

4.2.7 Hazards and Hazardous Materials

Finding: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively significant hazards and hazardous materials impacts.

4.2.8 Hydrology and Water Quality

Finding: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively significant impact on hydrology and water quality.

4.2.9 Noise

Finding: Noise levels anticipated during fair events are similar to those already experienced within the project area (with a maximum of 83.8 dBA on the south corner of Fairgrounds Drive and Coach Lane; see Table 3.9-2: Existing Noise Level Measurements on pg. 3.9-15). Therefore, operational noise levels will not significantly contribute to cumulative noise levels. Construction noise impacts are temporary and are considered less than significant with incorporation of mitigation measures MM NOI-1a, 1b and 4a. Therefore, the construction of the project will not contribute to cumulative noise impacts.

4.2.10 Public Service

Finding: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively significant impact on fire protection, emergency medical services, police protections, schools, parks, libraries or other public facilities.

4.2.11 Transportation/Traffic

Finding: Potential cumulative impacts to freeway traffic and intersection operations are identified in Impacts TRANS-8 and TRANS-9, respectively.

4.2.12 Utilities and Service Systems

Finding: The proposed project, in conjunction with other planned or approved projects, would not have cumulatively significant impacts on the potable water supply, wastewater, storm drainage system, solid waste or energy consumption.

e. Findings Regarding Project Alternatives

The Final EIR evaluated three alternatives to the proposed Project. The feasibility of each of these alternatives is determined below.

1. No Project Alternative – Alternative 1 (5.2)

Under the No Project Alternative, the Project would not be built and the existing fairground facilities and other existing uses would continue to operate in a status quo condition with routine maintenance on existing buildings but no expansion of any building footprint. Under this Alternative, none of the significant unavoidable impacts would occur nor would any of the potentially significant impacts that can be reduced to a level of less than significance.

Feasibility/Ability to Meet Project Objectives

Where an EIR identifies one or more significant environmental effects that will not be avoided or substantially lessened by mitigation measures, the agency must consider the environmentally superior alternatives to the Project and determine whether they are infeasible and the reasons for that determination (CEQA Guidelines, § 15091, subd. (a)(3).) To determine whether an alternative is feasible, the agency must take into account specific economic, legal, social, technological, or other considerations, including provisions of employment opportunities for highly trained workers. (Id.) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. (CEQA Guidelines, § 15364.)

Among the factors that may be considered are inconsistency with the County's goals, objectives, and policies. The concept of "feasibility" encompasses the question of whether a particular alternative or mitigation measure promotes existing County policies, as well as the underlying goals and objectives of a project. "[F]easibility' under CEQA also encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal. App. 3d 401, 417; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal. App. 4th 704, 715.)

As explained in the EIR, under Alternative 5.2, although under this alternative, fewer mitigated, potentially significant and unavoidable environmental impacts would occur, none of the Project Objectives would be achieved. In addition, the reduction of flooding at the southern end of the site and to the lands directly adjacent to the site would not occur nor would the water quality benefits to Lake Chabot improve if the Project were not constructed.

For these reasons, the Board of Supervisors rejects Alternative 1 as being infeasible within the meaning of CEQA and CEQA case law.

2. Fair of the Future + Entertainment Commercial (EC) Only – Alternative 2 (5.3)

   Under Alternative 2, the Project would consist of the Fair of the Future developed as proposed in the Specific Plan and all areas designated as Entertainment Mixed Use (EMU) would be changed to Entertainment Commercial (EC).

   Feasibility/Ability to Meet Project Objectives

   As explained in the EIR, under Alternative 5.3, this alternative would have environmental impacts similar to the proposed project. Some but not all of the Project Objectives would be achieved. This alternative would not provide the mix of complementary land uses that seamlessly integrate with the Fair of the Future and ensure the same long-term economic sustainability.

3. Fair of the Future Only – Alternative 3 (5.4)

   Under Alternative 3, only the Fair of the Future would be developed and the rest of the site dedicated to parking. The commercial uses, EMU nor EC, would not be developed. This alternative would result in significantly less overall development of the site which in turn, would result in fewer environmental impacts, such as aesthetics, light, glare, air quality, greenhouse gas emissions, public services, transportation, and utilities and service systems. Impacts on biological and cultural resources, geology and soils, hazard and hazardous materials, hydrology and water quality, and noise would be the same as the proposed project.

   Feasibility/Ability to Meet Project Objectives

   As explained in the EIR, under Alternative 5.4, although this alternative would result in fewer but not all mitigations, potentially significant and unavoidable environmental impacts, only some of the Project Objectives would be achieved. Notably, the Fair of the Future without the accompanying Entertainment Commercial and Entertainment- Mixed Uses would not create the synergistic relationship that was anticipated in the Plan.

   For these reasons, the Board of Supervisors rejects Alternative 3 as being infeasible within the meaning of CEQA and CEQA case law.

4. Conclusion Regarding Project Alternatives

   Based on the foregoing analysis, the County has considered a range of reasonable alternatives to the Project which could feasibly attain most of the basic objectives but would avoid or substantially lessen certain significant effects of the Project. The County has evaluated the comparative merits of the various alternatives and identified and analyzed a number of potentially environmentally superior alternatives in addition to the No Project Alternative.

   Based on this analysis and the substantial evidence in the record, the County finds and determines that the alternatives cannot achieve the project objectives to the same degree as the proposed Project, and are therefore rejected as infeasible in favor of the Solano360 Specific Plan.

8. Statement of Overriding Considerations

Under CEQA Section 21081(b) and the CEQA Guidelines Section 15093, the County has balanced the benefits of the proposed Solano360 Specific Plan Project Final EIR against the following unavoidable adverse impacts associated with the proposed project and has adopted all feasible mitigation measures.

The County has also examined alternatives to the proposed project, and has determined that adoption and implementation of the proposed project is the most desirable, feasible, and appropriate action. The other alternatives are rejected as infeasible based on consideration of the relevant factors discussed above.

Economic and Social Benefits

This project will bring substantial benefits to both the City of Vallejo in which the project resides but also to the residents of the County as a whole by revitalizing the Solano County Fairgrounds to create the "Fair of the Future" as an iconic, region-serving public entertainment destination integrated with private mixed-use development. The project is a seamless integration of both public and private areas. The land use mix allows for a range of entertainment options, not found elsewhere in the County in such a centralized location, to support the heritage of the Solano County Fair while facilitating logical and cost effective implementation. The Specific Plan targets opportunities for revenue generation and job creation that complement, as opposed to compete with, the surrounding land uses, provides for project amenities that build upon the historic use of the site while enhancing its visibility as an appealing visitor destination given its strategic location next to the crossroads of Interstate 80 and State Route 37.

The proposed project is the culmination of over twelve years of public planning to create a plan that addresses the need to renovate and rejuvenate the existing Fairgrounds while simultaneously developing the remainder of the site with complementary uses that generate revenue to support the redevelopment of the Fair. The current planning process, known as the Solano360 Project, began in 2009 as the City of Vallejo was emerging from bankruptcy. The joint plan between the County and the City was a concerted effort to capitalize on the location of the under-utilized Fairgrounds as the gateway to Vallejo and provide an iconic development that generates job and opportunities for economic recovery. The cost of the public facilities requires a significant of investment, which would be borne at the public's expense if the land plan did not incorporate the complimentary private land uses. The project's proposed uses were selected to provide a synergy with the adjacent property of Six Flags Discovery Kingdom while not adversely affecting the rest of the City of Vallejo. The proposed land plan accommodates the existing overflow parking used by Six Flags Discovery Kingdom under a ground lease and incorporates recreational and aesthetic amenities such as the water feature to create a multi-functional site. The water feature will be constructed and maintained in accordance with acceptable water quality standards for limited public contact and compliance with standards of all regulatory authorities.

Other benefits of the Project include:

- The inclusion of up to 50 housing units in the Entertainment Mixed-Use area which supports the BAAQMD's 2010 Clean Air Plan of providing a mixed use development within an existing urbanized community, adjacent to alternative transit infrastructure, jobs, housing and community services;
- The provision of shared parking, transit, bicycle-pedestrian, and shuttle systems to reduce vehicular impacts;
- The widening of the Fairgrounds Channel which will create a more highly functioning riparian system, with greater structural diversity and higher biotic value which may include opportunities for creation of on-site wetlands; and

- The addressing of community concerns regarding ambient noise with regards to all uses on the site in accordance with applicable noise guidelines in the City of Vallejo General Plan.

Technological and Other Benefits

The project will improve the Fairgrounds drainage channel that will alleviate the frequent flooding in the nearby Newell mobile home park as well as improve the water quality of runoff prior to discharging into downstream facilities that lead to Lake Chabot. The Project will contribute its fair share of funding to the regional traffic improvements currently under planning review by the Solano Transportation Authority and Caltrans which is outside the scope and authority of the County.

Additionally, the Project will:

- Adopt an Events Management Plan, as set forth in MM TRANS-9, to ensure that summer weekend late morning peak hours trips do not exceed the current trip generation for Phase 1;
- Contribute its fair share of the project's traffic impacts prior to Phase 2 and 3. This contribution may be paid through future traffic fees that have not yet been established or through other future identified funding sources; and
- Exceed Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings and include energy efficient features, such as solar panels and electric vehicle chargers.

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, it is recommended that the County of Solano Board of Supervisors determine that the unavoidable adverse environmental impacts identified may be considered "acceptable" due to the specific considerations listed above which outweigh the unavoidable, adverse environmental impacts of the proposed project.

The County of Solano Board of Supervisors has considered information contained in the Final EIR as well as the public testimony and record of proceedings in which the project was considered. Recognizing that significant unavoidable air quality and freeway traffic impacts will result from construction of the project, it is recommended that the County of Solano Board of Supervisors adopts the foregoing Statement of Overriding Considerations. Having adopted all feasible mitigation measures and recognized all unavoidable significant impacts, it is recommended that the County of Solano Board of Supervisors finds that each of the separate benefits of the proposed project, as stated herein, is determined to be unto itself an overriding consideration, independent of other benefits, that warrants approval of the project and outweighs and overrides its unavoidable significant effects, and thereby justifies the approval of the Solano360 Specific Plan Project.

Based on the foregoing findings and the information contained in the record, it is determined that:

a. All significant effects on the environment due to approval of the project have been eliminated or substantially lessened where feasible;

b. There are no feasible project alternatives which would mitigate or substantially lessen the impacts; and

c. Any remaining significant effects on the environment found to be unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations above.

9. Findings on the Mitigation Monitoring and Reporting Program

In accordance with CEQA and the CEQA Guidelines section 15901(d), the County must adopt a mitigation monitoring and reporting program ("**MMRP**") to ensure that the mitigation measures adopted are implemented with the Solano360 Specific Plan. Such a MMRP must identify the entity responsible for monitoring and implementation, as well as the timing of such activities. The Board finds that the MMRP, adopted concurrently with these findings, for the Solano360 Specific Plan complies with these requirements. The County will use the MMRP to track compliance with project mitigation measures, and will ensure that the mitigation measures are fully enforceable through permit conditions, agreements, or other measures. The MMRP will remain available for public review during the compliance period.

It is the intent of the Board of Supervisors that the final MMRP accurately reflect the CEQA Statement of Findings of Fact adopted by the Board. The Board authorizes staff to prepare a final version of the MMRP to fully reflect the action of the Board of Supervisors in adopting the CEQA Statement of Findings of Fact. The Department of Resource Management is authorized and directed to make all necessary and appropriate clerical, typographical , and formatting corrections to the adopted MMRP, and shall publish the final corrected MMRP by making available for public review during the compliance period.

Proposed revisions to Solano360 Public Draft Specific Plan

Section	Existing text	Proposed revision	Proposed Text
2.3 MARKET FACTORS (p. 11)	As part of the Plan process, the County commissions a market study to evaluate and focus the Vision Report assumptions.	Added the "land use".	As part of the Plan process, the County commissions a market study to evaluate and focus the Vision Report land use assumptions.
New section 3.1.1		Add new section:	

Land use Changes from the Vision Report

As previously described in Section 2.3, Market Factors of the Plan, a market study was conducted to evaluate the land use assumptions described in the Vision Report. Based on the evaluation, the land use program for the Plan has been changed from the Vision Plan as shown below:

	VISION PLAN		SPECIFIC PLAN	
USE	Acres	Subtotals	Acres	Subtotals
PRIVATE DEVELOPMENT				
Entertainment Commercial	14.2		30	
Entertainment/Mixed Use	4.8		18.8	
Mixed Use Commercial/Hospitality	25.4			
Office/Flex Parking	16			
Hotel (250 room)	10.9			
Open Space/Drainage/Wetlands	19.7			
Subtotal		**91.0**		**48.8**
PUBLIC DEVELOPMENT				
Fairgrounds	44.9		35.2	
Transit/North Parking Center	2.5		2.2	
Shared Public Parking			24.7	
Creek Park & Water Features			6	
Fairgrounds Channel			17.9	
Major Roads	10.7		14.3	
		58.1		**100.3**
TOTALS		**149.1**		**149.1**

3.4.5 Entertainment-Mixed Use(EMU) *(p. 23)*	This land use is expected to include "Family Entertainment Centers" (FEC's) as well as associated restaurant and retail activities. Examples of FEC anchor uses within the EMU area include John's Incredible Pizza, Dave & Buster's, and other businesses that combine eating, entertainment, small amusement park, gaming , animatronic shows, and similar uses, either within buildings and/or as outdoor venues.	Clarification as to the meaning of "gaming".	This land use is expected to include "Family Entertainment Centers" (FEC's) as well as associated restaurant and retail activities. Examples of FEC anchor uses within the EMU area include John's Incredible Pizza, Dave & Buster's, and other businesses that combine eating, entertainment, small amusement park, non-casino related gaming, animatronic shows, and similar uses, either within buildings and/or as outdoor venues.

3.5 PERMITTED USES (p.24)	While the list described below is intended to be inclusive, additional uses may be proposed provided they meet the general intention of the Plan and are approved by the City Development Services Director.	Changed title of City Development Services Director to City Economic Development Director.	While the list described below is intended to be inclusive, additional uses may be proposed provided they meet the general intention of the Plan and are approved by the City Economic Development Director.
3.5.1 Permitted Uses – Fair (p. 24)	· Recreation facilities, including parks, recreation areas and buildings for recreation use.	Include libraries as a permitted use.	· Recreation facilities, including parks, recreation areas, libraries, and buildings for recreation use.
3.5.1 Interim Uses for Fairgrounds (p. 25)	Prior to full buildout of the Plan Area, the Fair may operate interim uses on parcels not slated for development until later phases.	Add the word "any".	Prior to full buildout of the Plan Area, the Fair may operate interim uses on any parcel not slated for development until later phases.
3.5.2 Permitted Uses - Entertainment-Mixed Use and Entertainment Commercial (p. 25-26)	· Commercial Office including but not limited to establishments that provide financial, real estate, legal, medical services, marketing management, architectural and engineering design, and other comparable professional services and support services; also Business Services including administrative and professional services, business support services, research services, telecommunications facilities, gas and electric services, correspondence schools and vocational schools, educational services, public administrative services, and research and development. Business Services and Commercial offices are permitted up to a maximum of 220,000 square feet; these uses would substitute for other EMU uses. • Recreational Vehicles (RV) parks and storage	Include libraries as a permitted use. Delete RVs as a permitted use on EMU or EC parcels.	· Commercial Office including but not limited to establishments that provide financial, real estate, legal, medical services, marketing management, architectural and engineering design, and other comparable professional services and support services; also Business Services including administrative and professional services, business support services, research services, telecommunications facilities, gas and electric services, correspondence schools and vocational schools, educational services, libraries, public administrative services, and research and development. Business Services and Commercial offices are permitted up to a maximum of 220,000 square feet; these uses would substitute for other EMU uses. Use deleted
Chapter 4	Current chapter	Refine proposed design guidelines.	New chapter attached

CHAPTER FOUR: URBAN DESIGN AND GUIDELINES

4.1 INTRODUCTION

This chapter sets forth urban design concepts and guidelines to shape and facilitate redevelopment of the Plan Area, consistent with the Guiding Principles and land use provisions described above. The intent is to create an exciting, synergistic fusion of entertainment, fairgrounds, and mixed use destinations that builds on the regional visibility of the Plan Area and supports the ongoing success and long-term viability of the Solano County Fair, new Entertainment Mixed Use and Entertainment Commercial uses, and nearby major entertainment uses.

These design guidelines address both overall issues of site development and detailed issues of landscape, building form, walls and fences, and signage. Illustrative plans, photos and other materials are intended as guidelines and examples for review of future building approvals. Lastly, sustainability guidelines are included that both summarize sustainable project elements and provide suggestions for future development.

To assist future users of these design provisions, the following chapter contains separate sections for:

- The overall Plan Area,
- The Fair of the Future (Fairgrounds),
- Other Public Purpose Areas (Major Roads, Creek Park, Fairgrounds Channel, Transit/North Parking Center, and Shared Public Parking), and
- Private Purpose Areas (Entertainment Mixed Use and Entertainment Commercial parcels).

The information is this chapter is informed by the Plan's conceptual studies and may be subject to change as more detailed plans and specifications are developed as part of the design and development review process.

Deleted: process. More detailed design guidelines will be incorporated into a Development/Implementation Agreement between the County of Solano and the City of Vallejo.

4.2 PLAN AREA DESIGN

4.2.1 Urban Design Concepts

The Land Use Plan (Figure 3.1) establishes a framework for the Plan's proposed urban design features. The intent is to create a seamless integration of public and private areas, including Fairgrounds facilities and private mixed use development.

Guidelines are as follows:

- The Public Entertainment Core, the defining feature of Solano360, encompassing a lively, mixed use entertainment corridor connecting from the gateway at Fairgrounds Drive in the west to the demonstration farm at the Fair's eastern edge. The Public Entertainment Core includes:
  - The Creek Park with its walkways, promenades, plazas and bridges,
  - The Creek's Park's central water feature that connects public and private area and provides multiple benefits including visual amenity, wateredge promenades,

onsite stormwater hydromodification, capture and reuse of stormwater for irrigation, and water quality treatment,

- The thematic "Main Street" or Entry Road aligned with Creek Park, terminating at the new Exposition Hall and offering wide urban sidewalks and a pedestrian-friendly frontage for restaurants, retail associated with entertainment uses, and gathering areas, and
- Within the Fair, a major Arrival Plaza at the entrance to the Exposition Hall, a Midway/Event Lawn with terraced seating, the water feature and Creek Park with pedestrian bridge, and a demonstration farm oriented toward families and school groups.

Deleted: a "restaurant row",

- Indoor and outdoor venues for the Fair of the Future, fostering a year-round program of activities within a variety of active and passive spaces.
- Transformative Phase 1 project that includes the Creek Park with its water feature and creates a new Exposition Hall located as a focal point for the Entry Road.
- Strong relationship to nearby major entertainment uses via roadway and pedestrian connections, including integrated design elements and synergistic land use opportunities.
- Pedestrian, bicycle and transit connections integrated into streets and open space systems.
- Creation of a Rindler Creek drainage and adjacent buffer along the eastern, southern and western boundaries of the site to alleviate floodplain issues, establish riparian habitat and wetland benefits, and provide the opportunity for pedestrian trails.

These features are described further in this chapter and in Chapters Five and Six.

Building areas depicted here are conceptual only.

Figure 4.1: Illustrative Plan

Sections through Creek Park & Water Feature (at Fair and at Entry Road)

Figure 4.2: Illustrative Section

Figure 4.3: Urban Design Elements

Building areas depicted here are conceptual only.

Figure 4.4: Public Entertainment Core

Deleted: Appendix E: Plant Palette

Building areas depicted here are conceptual only.

Figure 4.5: Site Relationships

View from I-80

View from SR-37

Figure 4.6: Perspective Views

4.2.2 Access and Circulation

Connections to the Plan Area

Figure 4.7 illustrates key features relating to site access, parking, and entries.

The configuration of roads, entries and parking is intended to facilitate efficient access to parking facilities while focusing views on the Creek Park and other destinations, with attractive streets defined by buildings.

Because the Plan Area has a direct, physical connection to Six Flags Discovery Kingdom, the project has also been designed to establish a strong pedestrian character to encourage walking between the theme park and the Fair of the Future. Visitors to the Plan Area will be able to park, shop, dine, relax and visit Fair programs with the option of walking or taking a shuttle.

Connections within the Plan Area

The Plan proposes an integrated system of internal connections that encourages shared use, walking, bicycling and transit. Features include:

- Walkable network of tree-shaded sidewalks, including special Entry Road streetscape (see Figures 4.24 to 26).
- Pedestrian trails within the Creek Park, connecting to continuous perimeter trail along the Fairgrounds Channel.
- Multi-use paths along the South Loop Road, connecting parking areas with the Public Entertainment Core.
- Continuous perimeter trail for the south area of the Plan Area as shown on Figure 5:10.
- New promenades and plazas within the Fair of the Future.
- Raised intersection and pedestrian crosswalks at the Entry Road/Loop Road to calm traffic and provide safe pedestrian crossings.
- A potential parking shuttle serving internal destinations and connecting to Six Flags Discovery Kingdom and the Transit/North Parking Center (see Figure 5.15: Transit and Shuttle Routes).

Deleted: grid

Accessibility

According to the Americans with Disabilities Act of 1990 "ADA" standards, new facilities constructed by, on behalf of, or for the use of a public entity must be designed and

Deleted: . . Appendix E: Plant Palette

constructed in such manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities.

Public purpose areas within Solano360 will be designed to provide for ADA access according to applicable ADA Standards for Accessible Design.

4.2.3 Landscape Plan and Guidelines

Figure 4.8: Landscape Character illustrates the location and variety of landscape areas and public spaces envisioned for the Plan Area, including:

- Streetscape planting.
- Buffer/riparian planting along the Fairgrounds Channel, using species that are compatible with the flood control function of the channel.
- Planting along soft or earthen water edges.
- Park landscape.
- Turf, both regular and reinforced (such as with mesh reinforcement material).
- Rain gardens.
- Demonstration Farm.
- Hardscape and plaza areas (including the Fairgrounds Concourse).
- Terrace seating at grade changes along the Creek Park water feature and in the Fairgrounds amphitheater.
- Surface parking areas.

Specific guidelines for Fair property landscape features as well as for the Fairgrounds Channel and Creek Park are included in Section 4.3: Fair of the Future and Section 4.4: Other Public Areas, respectively. The following general guidelines apply to the Plan Area as a whole.

Street Character

- Hardscape and plazas should be paved attractively, with paving patterns and materials conducive to pedestrian circulation and gathering.
- Tree planting should be designed to create shaded areas, especially in public areas such as sidewalks, parking lots, roadways, courtyards, plazas and parks.
- Trees along the Entry Road and at the Arrival Plaza should be of a different character than the streetscape trees on the other roads, and should be planted in tree grates.
- Street trees should be placed in park strips between the curb and sidewalk as shown by Figures 4.24 to 4.26.
- Parkway strips and medians should be planted with a variety of drought-tolerant species.
- Contrasting tree species should be used for perimeter trees and trees along pedestrian corridors and hardscape areas to clearly identify paths of travel.
- Street trees should be spaced at approximately one tree per 25 feet, or less if smaller trees are used.

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- Trees for major streets should be a minimum of 24-inch box container size. Fifteen-gallon container size may be used for minor streets and buffers.

Planting Criteria

- Plant materials should be selected from the plant palette in Appendix E: Solano360 Plant Palette. Substitutions or additions may be considered based on the suitability of the species in terms of similarity of form, adaptability, tolerance to site soils, climatic conditions or water quality, or other pertinent characteristics. The plant list is not intended to be exhaustive but to provide a clear guide for selection. Additional plants may be used that are compatible with this list and are consistent with the intent of these guidelines.
- In order to establish a unique and cohesive image for the Plan Area, a limit range of plant material should be used for public roads, park and common areas, commercial sites, and the Fairgrounds. For these areas, the intent is to employ a limited number of plant species for the majority of the planting in each identified area.
- Plant materials should be selected to be at an appropriate scale for the surrounding area when at mature size. Larger, more dramatic species should be utilized for important public areas such as the Public Entertainment Core, major entries, and Loop Road.
- Plant materials should be selected to meet the criteria listed below.
    - Emphasize the planting of drought-tolerant, long-lived plant species that are native and/or well adapted to the climatic and soils conditions of the Plan Area and require minimal maintenance.
    - Avoid planting tree species with invasive root systems near utility lines, concrete and other paving. Such species may be utilized in setback areas adjacent to roadways or in transition areas, provided there is adequate clearance.
    - Avoid the use of non-native, invasive species that may spread into areas of permanent, undeveloped open space.
- Landscaping is required where development is visible from major public roadways and public facilities including trails. Tree planting should consider the need to preserve solar access and views and maintain fire safety requirements.
- All plants should be carefully selected to avoid toxic species that could be harmful to children or cause allergic reactions.
- Planting design should consider year-round interest and seasonal character through the careful use of flower and leaf color.
- Landscape design should provide effective screening of parking areas, retaining walls, utility enclosures, utility cabinets, service areas, or service corridors to reduce negative visual impacts. Screen landscaping should incorporate evergreen plant species in order to maintain year-round leaf cover.
- Plant materials along water edges at the water feature and in the fairgrounds channel should be native vegetation capable of filtering water, preventing erosion, and providing habitat and food to native species.

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- Landscaping within the Plan Area will be subject to any special requirements identified by future soils or drainage investigations.
- Landscape plans should be prepared by a landscape architect registered to practice in the State of California.

Irrigation and Maintenance

- The use of potable water for landscape should be minimized. It is anticipated that non-potable water from the onsite water feature will serve as the irrigation source (refer to Chapter Six for additional details). If reclaimed water becomes available, it may be utilized as well. Any water-intensive planting should be concentrated in shaded areas, where natural runoff occurs, or at highly visible locations, such as within the Public Entertainment Core and at the Arrival Plaza.
- Groundcovers, grasses, or drought-tolerant turf should be used in place of standard lawn where possible.
- Existing vegetation is limited within the Plan Area; however, healthy existing vegetation along drainage ways or other areas should be retained to the extent feasible, with replacement provided where removal is unavoidable. In Phase 1, existing (and healthy) parking lot trees should be retained within parking areas if such trees do not interfere with site development.
- All public areas, rights-of-way and commercial project landscaping should have high efficiency, automatic irrigation systems. Low volume spray heads and drip irrigation systems should be utilized. Landscape improvements should be installed and maintained with a sustainable landscape maintenance plan that uses toxin-free organic or biological fertilizers and weed/pest control products.
- Landscape plans should be submitted to the City to ensure water-efficient irrigation systems according to City requirements.

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Building areas depicted here are conceptual only.

Figure 4.7: Site Access & Parking

Building areas depicted here are conceptual only.

Figure 4.8: Landscape Character

Transition Areas and Buffers

Grade transition areas between development and site edges are subject to the following:

- Transition areas should be landscaped to create a visually pleasing transition between development and common areas, and provide filtered views both from and toward

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the Plan Area. Landscaping of transition areas is required where development is visible from major public freeways or roadways and from public facilities.

- Landscaping of transition areas should emphasize trees and shrub planting and grasses. Irrigation should be provided for plant establishment.

Site Drainage

- All site stormwater runoff must be treated consistent with the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) prior to discharging into an offsite drainage system. Treatment should utilize Best Management Practices (BMPs) and Low Impact Development (LID) principles as specified in MRP Provision C.3.
- Acceptable treatment measures within the Plan Area may include:
  - Infiltration
  - Evapotranspiration
  - Biotreatment (e.g., rain gardens, bioswales, biotreatment units, planter/tree boxes)
  - Minimizing impervious areas
  - Constructed riparian channel (see Section 4.4.3: Fairgrounds Channel)
- BMP's should be incorporated into parking lots, medians, and street/parcel edges.
- Sub-drains should be provided unless a percolation test shows such drains are unnecessary.

Erosion and Sedimentation

- Grading operations should be planned and implemented to efficiently control erosion and sedimentation.

Berms, Channels and Swales

Berms, channels, and swales should:

- Be shaped to appear as an integral part of the graded or paved surface.
- Have smooth transitions between changes in slopes.
- Be designed so as to appear a natural part of the site topography.

Slopes and Retaining Walls

- Landscapes should incorporate smooth transitions between changes in slope.
- The maximum slope for a landscaped area should be 2:1 if the area is planted with a ground cover and 3:1 if planted with lawn.
- Where space constraints exist, terracing with retaining walls will be allowed.
- Retaining walls should not exceed three feet in height. For grade changes that exceed three feet, walls should be stepped in equal increments with three foot-wide planted terraces between.

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- Retaining walls should be constructed of a low-maintenance, durable material compatible with nearby architecture.

4.2.4 Parking Areas

This section addresses design of parking facilities, located per Figure 5:14: Land Use and Parking. Chapter Five provides additional information on phasing of parking facilities.

Overall Guidelines

- In general, parking should be located and designed to allow buildings to be located directly along street frontages, with parking areas to the rear, while providing adequate parking facilities to serve commercial and public uses.
- During peak use periods, such as Saturdays and Sundays during Fair Week, parking may be augmented by shuttles to offsite locations.
- Parking facilities (including surface lots and structured parking) with pedestrian or vehicle access from Entry Road should be screened at the street level by buildings or significant amenity features to maintain an active street character and well-defined street edge.
- Signs indicating routes to parking should be displayed clearly along the Entry Road, Loop Road and Connector Road in order to guide visitors.
- Shared parking between the Fairgrounds, nearby major entertainment uses, private development, and other parking users should be maximized and will be defined by a Parking Operations Management Plan to be prepared by the County and by parking agreements between the County and Six Flags Discovery Kingdom.
- Parking should not be located adjacent to the Creek Park or water feature in order to maintain the open space character of those areas (see Section 3.6.1).

Surface Lot Design and Landscaping

As described in Chapter Six, a majority of the Plan Area, including parking lots, will be designed to drain to the Creek Park water feature. The water feature will provide water quality treatment, but it is likely that bio-treatment will need to be integrated into the parking lot design as well.

- Surface parking lots should be planted with trees to minimize their visual impact, reduce heat gain, and create a more comfortable pedestrian setting.
- For private areas (EMU and EC development), trees should be planted at a rate of one tree per six parking stalls.
- Larger scale parking areas, such as Shared Public Parking, require more flexible landscape guidelines in order to serve multiple purposes such as temporary fairs and festivals; therefore, tree planting may be concentrated along perimeters, entries, and key pedestrian corridors.
- Parking lots may be developed with photovoltaic arrays (in place of trees) as described in Section 4.6.2 Next Step Sustainability Measures.
- Ample, well-lit and shaded (either by trees or solar collectors) pedestrian routes should be provided from parking areas to main destinations and building entries. Where possible, pedestrian circulation should be separated from vehicular areas.

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- For interior parking lots, smaller trees should be selected to allow adequate visibility beneath mature tree canopies to building entries and storefronts.
- All surface lots should have landscape buffers at street or other public area edges. Landscape buffers should consist of trees and low plantings (to provide views into lot interiors) interrupted with regular pavers or other walkways for ease of pedestrian access.
- All major surface lots should incorporate bicycle parking facilities.
- Passenger loading areas for ridesharing vehicles and preferred parking for carpools and/or certified pure zero emission vehicles (100% battery electric and hydrogen fuel cell) and compressed natural gas (CNG) vehicles should be located near main building entrances.
- Two way parking lot drive aisles should be a minimum 24 feet wide.
- Parking lot landscape islands should be a minimum of eight feet wide at the aisle ends and a minimum of six feet wide elsewhere.
- Tree wells and planting strips should be a minimum of six feet diameter/ width and should be located between all doubled-loaded parking rows.
- Parking lots should incorporate handicapped spaces per ADA guidelines; such spaces should be located near entry points.

Design of Parking Structures

As parcels develop and land use intensifies, structured parking may replace surface lots in the southern end of the Plan Area (South Parking Structure), within the Transit/North Parking Center, and within the Entertainment Mixed Use area. These structures will support anticipated Phase 3 development including expansion of the Exposition Hall and expansion of the Entertainment Mixed Use and Entertainment Commercial development.

- Parking structures should be screened with planting of suitable scale and species.
- Parking structures located in the EMU area should be wrapped by ground floor retail or entertainment uses along the North Loop Road or other public roads, and retail/commercial uses are encouraged for the ground floor of parking structures to activate streets and pedestrian corridors.
- The upper floors of parking structures should utilize planters, trellises, vegetated walls or other decorative screens along vertical walls at street frontages or other public area and open space frontages.
- Parking structures should be designed to complement nearby architecture in terms of style, massing, color and detailing, and should be located to prevent shadowy, windy canyons.
- Interiors of parking structures shall be well lit and shall utilize light colors on interior walls to create a safe and comfortable environment.

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4.2.5 Signage and Lighting Guidelines

See Section 4.3.6 for Fair of the Future signage, lighting and site furnishing guideline; see Section 4.4.6 for guidelines addressing electronic reader board signage on the Fairgrounds adjacent to I-80 and SR-37.

Figures 4.22 and 4.23 provide examples of site furnishings and lighting.

Signage

Signs will aid in establishing the sense of quality and character for the Plan Area, in addition to conveying critical wayfinding information for visitors.

- Comprehensive signage programs should be developed for both the Private and Public Purpose Areas. These programs should be prepared together or, if prepared separately, should be coordinated to convey a unified identity for Solano360 including the Fair of the Future, Creek Park, and the entertainment and retail development.
- Permanent signs prepared as part of comprehensive signage programs should include entry signs, area signs, directional signs for vehicles, bicyclists/pedestrians, street signs, interpretive and educational signage within the Creek Park and Fair, and signs identifying businesses in the EMU and EC areas.
- Temporary signs may include special event signs, temporary signage during construction or at the opening of a new venue or business, real estate information signs, and parking controls for major events.
- In general, signs should be utilized only where necessary, emphasizing an image of permanence and quality; however, signs should offer adequate visibility and reflectivity, where appropriate, to provide for safety and orientation at night. The purpose of permanent signage is to convey information, to aid in identifying visitor destinations and to add an element of consistency.
- Entry signs may be integrated into entry pylons, arches, or other features.
- All permanent signs and monuments should be constructed of durable, high quality materials.
- Freestanding signs should be limited to directory-type signs with information limited to the name of the project for multi-parcel developments and building or address numbers.
- Access to parking should be adequately signed to guide visitors to parking facilities.
- All free-standing parcel or project signs along streets and common access drives should be designed as a 'family' of signs, consistent with the architectural style of related buildings.
- Small, free standing signs for individual buildings may be allowed near building entries; such signs should be consistent with the architectural style of the building. Other signs for individual buildings or tenants should be located on the building in a manner consistent with the architectural style.
- A digital kiosk or marquis sign at the Entry Road entry or other appropriate location may be allowed for use by the Fair Association for Fair and other Solano360 events.

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- With the exceptions noted above, all signs within Private Purpose Areas should conform to the City Zoning Ordinance Chapter 16.64.
- For signs within the Private Purpose Areas, sign area and dimensions shall be based on the approved sign program for a specific building or project.

Lighting

Street-level and pedestrian lighting are important for safety and will also contribute to site identity and character within the Plan Area. Lighting elements should adhere to the following.

- Lighting should be designed to differentiate use areas, emphasize amenities and landscape features, provide continuity along street corridors and promote safety.
- Lighting may be combined with banners or incorporated into other pageantry and wayfinding features to create a festive setting.
- In general, lighting should provide sufficient levels of ambient light to create a safe and pleasant environment without causing light pollution or glare into adjacent properties.
- Low-level, cut-off, pedestrian-scale fixtures should be utilized to the degree possible.
- Street lighting should be directionally shaded to reduce off-site fugitive light and glare.
- Exterior building lighting should be shielded to minimize direct glare and reflections.
- Lighting should utilize LED or other energy-efficient fixtures with pleasing light color.
- Materials for lighting fixtures should be durable and low maintenance. Natural finishes like bronze, and nickel steel are recommended.
- Spacing and illumination levels should be calibrated to achieve IESNA standards (e.g., a 0.5 foot candle level for sidewalks in medium pedestrian activity areas), and local requirements, based on photometric studies prepared as part of design submittals for each street.
- Intersection lights should be on 22-foot tall poles.
- Pedestrian lighting along sidewalks should not exceed 15 ft in height.
- Parking lot lights should be no higher than necessary to provide efficient lighting of the area, but should not exceed 28 feet, including the base.

4.2.6 Walls and Fences

Walls and fences may be used to define public and private boundaries and spaces, as described below. See additional guidelines for Fairgrounds fencing and entries in Section 4.3.

- Where used, walls and fences should be open and/or low to maintain an inviting, attractive appearance and provide adequate sight distance for entries. Materials should be compatible with and complementary to principal buildings. Fence and wall panels may be divided into regular modules that reflect the module of the principal building.

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- Thick and thin elements should be used, with thicker pieces for supports and panel divisions. Fence posts and support columns should be emphasized and/or built-up.
- Screen walls are intended to screen uses such as loading, service areas, and utilities, while maintaining a common architectural language with the buildings surrounding them. All screen walls connected to buildings should match the building style. Maximum height of a screen wall should be six inches higher than the object being screened.
- Masonry walls should have a base and coping.
- Fences visible from public areas should be wrought iron, cast iron, and welded steel ornamental fences or wood. Metal fences may be mounted on a low masonry wall, and/or spanning masonry piers. Wooden fences should be painted, preferably a light color.
- Security fences should not be visually prominent. Black, vinyl-clad chain link fencing (with matching posts) may be used for security fencing with a maximum height of six feet; taller fences may be allowed along freeway edges. Evergreen hedges, flowering vines and/or trees should be planted along the base of all security fences.

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- Black, vinyl-clad chain link fencing (with matching posts) may be utilized for storage or service areas that are not visible from public areas, including public roads.
- Plywood, un-clad chain link, barbed wire or razor wire fence are prohibited.

4.2.7 Loading and Service Areas

- Loading areas should be sited to the rear building or sides of buildings not visible from public areas, including streets.
- All service, loading, trash, storage areas, and utility equipment should be screened from public view utilizing a combination of planting and architectural elements that are compatible with the building architecture.
- Loading/garage doors are prohibited on building facades facing a public street.
- Service loading from public streets is prohibited except for parcels where other configurations are not feasible, such as adjacent to the Creek Park.
- No refuse or storage areas may be located between the front of a building and a primary road right-of-way except for parcels where other configurations are not feasible, such as adjacent to the Creek Park.
- Refuse collection and storage should be located to the rear and sides of buildings, covered with a roof, and sized to contain all refuse generated on site between collections.
- Common recycling bins should be provided for all commercial uses and must be readily accessible to all tenants/employees, and be screened in the same manner as refuse collection areas.
- Transformers and other utility equipment should not be placed in the public street setback area.
- All rooftop equipment should be fully screened with the same or similar materials of which the building is constructed.

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4.3 FAIR OF THE FUTURE

4.3.1 Fairgrounds Programming

Throughout the planning process, Solano County Fair Association representatives provided input regarding near-term and mid-term plans to establish a new Fair of the Future that could offer a broad array of year-round activities while maintaining the traditions and community connections of the existing Fair.

Outdoor spaces, including lawn and hardscape plazas, are of critical importance to the Fair.

Following are the identified program uses for the Fair of the Future:

- Establishment of a new, flexible event hall of approximately 50,000 net square feet of exposition/event space, with potential for expansion to 100,000 net square feet in the future when demand warrants such an expansion.
- Ability to provide an array of event and entertainment venues to respond to market opportunities and region serving demand.
- Selective update, expansion and/or replacement of existing Fair facilities.
- Desire to have complementary program to Six Flags Discovery Kingdom and adjacent mixed-use development.
- Convenient and proximate transitions from indoor to outdoor venues.
- Branding and image to focus on local culture and heritage of the Fair, with consideration of the County Fair roots/heritage: Livestock, Agriculture, Food and Community.
- Reinforcement of important County Fair themes including (1) heritage of Solano County Fair; (2) sustainability; (3) agricultural demonstration.
- Expression of the diverse character of Solano County, (urban / rural, ethnic/cultural diversity, lifestyle diversity) and effective use of the site's key location at the crossroads of major roads.

In addition to current events and activities at the Fair, specific new attractions and programming could include:

- A Ferris wheel or similar feature visible from I-80.
- "Mini-midway", or small amusement park, with year-around operation.
- "Festival-on-the-green" program of activities within a new event open space; consideration of an outdoor inflatable movie screen.
- Demonstration Farm that could attract school groups and take advantage of interests in micro-sustainability and urban farming.
- Wedding events with location for wedding 'photo op.'
- Tractor pulls, livestock shows and similar agriculture-related events and activities.
- Running or walking races.
- Flea markets and farmer's markets.

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- Complementary operational relationships with Six Flags Discovery Kingdom, local hotels, and other businesses, such as providing exhibit or meeting space to help hotels attract larger scale meetings or convention business.

Figure 4.9: Existing Fairgrounds Facilities

Figure 4.10: Proposed Fairgrounds Facilities

4.3.2 Fairgrounds Design Objectives

Figures 4.11 and 4.12 illustrate the conceptual plans for the Fair's outdoor and building venues for Phases 1 and 3. As envisioned, the Fair of the Future plan upgrades the Fairgrounds in its current location, with long-term flexibility to expand southward into parking areas as additional space for event venues is required beyond the scope of this Plan.

The overall objectives of this conceptual-level design are as follows:

- Provide new, multi-functional event facilities that expand the Fair's abilities to market to a wide variety of entertainment, educational, commercial, and civic programs on a year-round basis.
- Create new outdoor venues adjacent to and in association with the new Exposition Hall to support the Fair's program of outdoor events and create appealing and durable outdoor public spaces. For maximum usability, these venues should include both turf and paved spaces and should be designed as "outdoor rooms" with simple, outdoor areas framed by trees and/or buildings.
- Distribute parking areas and entry gates, with clear wayfinding signage to enable flexible event programming and allow the Fair facilities to serve multiple, concurrent events.
- Develop options for year-round uses and products at the Fair; require that events and attractions stay relevant and relate to contemporary preferences for food, entertainment and education.
- Consider the selective update, expansion, and/or replacement of existing Fair facilities in a phased program that allows each incremental stage to function effectively.
- For intermediate/interim enhancements to Fair facilities, consider "facelifts" to key buildings and enhancements to the grounds.

4.3.3 Fairgrounds Phasing

Flexibility is a critical objective for the Fair of the Future. The phased upgrade of structures and open spaces is intended to allow multiple and shared uses, allowing the Fair to operate and generate revenue throughout the year and providing for maximum synergy with non-public and public uses on the overall site.

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- **Phase 1** (Phases 1a and 1b) includes the demolition of the existing Expo Hall and construction of the new Exposition Hall providing approximately 50,000 net square feet (approximately 72,000 to 77,000 gross square feet, depending on whether Administrative and Security Offices are included). Associated outdoor venues, including Arrival Plaza and Midway/Event Lawn and Creek Park with water feature, are scheduled for Phase 1. If funds are available, Phase 1 could include relocation of the existing Administrative and Security Offices into the building; alternatively, this may occur in Phase 3.
- In **Phase 2**, in order to provide for North Fair Parking expansion, the existing County Building will be demolished. The Fair's Administrative and Security Offices will also be demolished and housed in portable buildings, if not already located within the Exposition Hall in Phase 1.
- In **Phase 3**, or if sufficient demand arises in Phase 2 and if supported by onsite and offsite infrastructure and mitigations, the Exposition Hall will be expanded to approximately double the Phase 1 footprint and program. The Phase 3 expansion will require demolition of the existing concert arena and construction of a new amphitheater for concerts and theater events as shown in Figure 4.12. If Administrative and Security Offices are still housed in portables, they would be relocated into permanent space within the expanded Exposition Hall.

Together with the existing facilities that will continue to function (including Gibson, McCormack, the livestock and sheep buildings), this phased approach provides essential facilities that will allow for the efficient operation and financial sustainability of the Fair of the Future.

Table 4.1: Fair Building Program & Phasing

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	Facilities to be demolished and/or replaced by buildout				
	Facilities to Remain				
	EXISTING BUILDINGS AT CONCOURSE (Note: does not include facilities for horse racing or golf course)	**EXISTING QUANTITY (sq. ft.)**	**PHASE 1 (sq. ft.)**	**PHASE 2 (sq. ft.)[1]**	**PHASE 3 (sq. ft.)[1]**
	Admin/Directors Trailer/Security Office	5,110			
	County Bldg	17,170	17,170		
	Gibson Hall	13,325	13,325	13,325	13,325
	Concourse Restroom	1,650			
	McCormack Hall	22,000	22,000	22,000	22,000
	Civic Bldg	12,325	12,325	12,325	
	Trash Shed	2,000	2,000	2,000	2,000
	Maintenance Shed	4,550	4,550	4,550	4,550
	Livestock Bldg	32,400	32,400	32,400	32,400
	Sheep Barn	13,285	13,285	13,285	13,285
	Concert Arena/Grandstand Cover	5,200	5,200	5,200	
	Twilight Patio Office/Concessions/Storage	1,800			
	Existing Exposition Hall	23,730			
	Guard Shack (adjacent to director's trailer)	1			
	TOTAL Existing	**154,545**	**122,255**	**105,085**	**87,560**
	NEW BUILDINGS (based on project description)		**PHASE 1**	**PHASE 2[1]**	**PHASE 3[1]**
	New Exposition Hall[2]		72,000	72,000	144,000
	Temporary Administrative Offices (Phase 2)			5,000	
	New Concert Arena/Grandstand Cover				5,500
	TOTAL New		**72,000**	**77,000**	**149,500**
	TOTAL Existing and New	**154,545**	**194,255**	**182,085**	**237,060**
	Notes				
	1. Totals are cumulative and include prior phases				
	2. The Exposition Hall replaces existing Expo Hall and concourse restrooms; also adds lobby, circulation, kitchen, and meeting rooms. In Phase 2, existing Admin offices would be demolished to provide North Fair parking; if not provided in Phase 1 Expo Hall, Admin office would be housed in portables until Expo Hall expansion in Phase 3 provides permanent admin space.				

Building areas depicted here are conceptual only.

Figure 4.11: Fair Illustrative Plan - Phase 1

Building areas depicted here are conceptual only.

Figure 4.12: Fair Illustrative Plan – Phase 3/Buildout

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Figure 4.13: Aerial View– Phase 1

Building areas depicted here are conceptual only.

Figure 4.14: Aerial View – Phase 3/Buildout

4.3.4 Exposition Hall

As part of Phase 1a, the Plan proposes to replace the existing Expo Hall with a new Exposition Hall that offers 48,600 net square feet of exhibition space in a flexible, highly marketable venue integrated with the existing fair concourse and other facilities. This flexible space can be subdivided in logical increments, as described below, in order to accommodate a wide range of events including conventions, consumer shows, festivals, large parties, and other special events.

In addition to exhibition space, the Exposition Hall provides support space for lobbies, circulation, meeting rooms, kitchen, storage of movable wall panels, and restrooms for a total of 72,000 square feet.

Figure 4.15 to 4.19 illustrate the layout and architectural concepts for this important event building, which is envisioned as follows.

The following descriptions refer to the initial building proposed for construction in Phase 1a and anticipated to serve the Fair through Phase 2. Possible expansion in Phase 3 will approximately double this space and also provide for office space for Fair Administration and Security services.

Building Concept

Conceptual design for the Exposition Hall represents a functional, economical and flexible building design that also provides an architecturally distinct and compelling landmark facility for the Plan Area. In addition to its style and massing, a range of contemporary building materials were selected to reflect a forward-looking vision for the "Fair of the Future". The conceptual design for the Exposition Hall includes the following key elements:

- In addition to serving as interior circulation and gathering spaces, the entry lobby and lounge areas (located on the south side of the building) have been organized to open directly onto a covered exterior terrace and multi-purpose lawn/event space, with views and direct access to the water feature beyond.
- The simple, yet geometrically expressive roof shape of the main Exposition Hall provides an iconic and easily identified building element within the overall site. With its inclined roof surfaces—reminiscent of the hillsides that surround the site—and exposed wall surfaces at both the east and west ends, the building's height and orientation provide a highly visible signage/graphic opportunity when viewed from both SR-37 and I-80.
- The conceptual design embodies a commitment to environmental responsibility, and sustainable goals and practices through proposals for a variety of material selections, features, and elements (see below).

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Central Exposition Space

- Nominally, a 270' long by 180' wide (48,600 net square feet), column-free exposition space for each phase, with 30 feet clear to the underside of the structural grid above.
- The space will likely be constructed as a system of steel columns and roof trusses at 15 feet on center, which will clear span the entire (180 feet) width of the hall.
- The interior layout for each phase accommodates the following program functionalities.
  - Up to 235 vendor booths, (at 10' x 10' each)
  - Approximately 1,823 people for banquet-type events, (assuming 20 s.f./person)
  - Approximately 3,645 people for live concerts and shows, (assuming 10 s.f./person)
- Movable, full-height wall panels allow the main space to be subdivided into multiple configurations and a broad range of sizes, including: 48,600; 32,400; 16,200; 10,800; 8,100; and 5,400 square foot options.
- Windows provide natural daylight at upper levels of exterior walls, and along east elevation of building, which can be fully blacked out (with movable drapes).
- The floor finish will be natural concrete, with painted interior gypsum board walls, with painted roof trusses and metal deck ceiling/roof.
- Electrical power will be provided at: the perimeter of the main space; the upper level grid/catwalk; and distributed locations across the floor (via floor boxes).
- Provisions will be made to accommodate audio/visual presentations in any of the various room configurations. Room lighting controls will be integrated with the A/V presentation systems.
- A system of catwalks (accessed by an interior caged ladder) will be provided at the bottom chord of roof trusses, to accommodate special event lighting and rigging systems (by others).
- HVAC and lighting systems will be separately zoned and controlled to accommodate the various room configurations.
- Event load-in and load-out will be achieved through on-grade access doors (including standard and high-bay doors) distributed around the perimeter of the building.

Entry Lobby/Café/Lobbies

These areas serve as the primary arrival/entrance point to the facility. The Entry Lobby has been positioned to be easily viewed from the main Entry Road and Arrival Plaza, yet can be easily accessed from secondary entry points. Features include:

- Two exterior walls of the Entry Lobby will be fully glazed to bring natural light into the building interior.
- Interior finishes will include either a carpet tile or quarry tile floor; painted gypsum board or wood paneled accent walls; and a decorative wood slat ceiling below acoustically absorptive materials.

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- Secondary Lobbies and Corridors will be finished in a similar manner, and will include glass doors and windows, and a system of movable glass walls to open Lobby spaces directly to the exterior.
- A small café has been located along one wall of the Entry Lobby, to provide snacks and beverages to visitors.

Meeting Rooms

Four break-out meeting rooms have been provided with movable wall partition systems, allowing a variety of room sizes and configurations to serve larger and smaller group needs. Features include:

- Each Meeting Room will be provided with separately controlled lighting and audio/visual presentation systems
- Interior finish materials will include: carpet tile floors; painted gypsum board walls; and suspended acoustical tile ceilings (+12' high), which accommodate fluorescent room and display/accent lighting.
- Natural daylight will be provided through a glazed exterior wall system, (including provisions for drapes to fully black-out the room during presentations), with doors to access a landscaped exterior patio/garden.

Kitchen

The plan provides space for an approximately 1,800 s.f. commercial grade kitchen in the northeast corner of the building, immediately adjacent to the main Exhibition Hall, (and future Phase III expansion). The Kitchen, as currently sized, will be able to prepare and serve sit down meals to approximately 350-500 diners, in one or more of the exhibition halls or meeting rooms.

To serve larger events, the Kitchen will be optimized to also function as a "catering kitchen" (with food preparation/cooking done off-site, and delivery in warming ovens). For such events, plating and set up will likely need to be provided in temporary exterior space, or utilize a portion of one of the sub-divided exhibition halls.

Features include:

- Interior finishes will be commercial grade, durable and washable and able to meet stringent public health codes and sanitation standards.
- All kitchen appliances will be standard commercial grade.

Administrative Offices

In Phase 3 (or in Phase 1 or 2, if funds are available), the Fair's administrative offices should be located within the Exposition Hall to optimize operational efficiencies and enhance the market appeal of the new facility. Approximately 5,000 square feet will provide for fair management, security, and parking management, with areas for small staff meetings. Larger groups, such as the Fair Association Board, could make use of the Exposition Hall meeting rooms during non-paid events.

- If incorporated into the building in Phase 1, the administrative offices may be situated as second floor uses over the meeting rooms and hallway; this approach may be the

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most cost effective as it makes use of building elements (walls and roof) already in place and requires only the addition of stairs, a one-story elevator, and flooring.

- If incorporated into the expanded Phase 3 building, the administrative offices would occupy the portion of the building designated as "Meeting Rooms" in the Phase 1 structure.
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Figure 4.15: Exposition Hall Schematic Floor Plan (Phase 1)

North Elevation

South Elevation

East Elevation

West Elevation

Figure 4.16: Exposition Hall –Elevations (Phase 3/Buildout)

Restrooms

Restrooms have been provided in strategic locations around the Exposition Hall.

Positioned on the exterior of the building, restroom entrances have been organized to allow direct access from either interior or exterior events, (and administratively controlled). The new restrooms on the north side of the building will replace the existing restrooms currently located along the concourse.

Exterior Elevations, Materials and Features

- Based on a system of pre-manufactured, insulated metal panels, exterior walls will include a variety of additional finish options (alternate colors, textures, or metal finishes; cement plaster; or stone veneer at select locations).
- Similar to the exterior walls, the main Exposition Hall roof structure will be based on a system of pre-manufactured, insulated metal panels, with a pre-finished standing seam metal roof finish.
- Lower (single-story) roofs will be designed with open-web roof trusses, metal decking, and a built-up or single-ply roofing system over rigid insulation.
- Glazing at the main and secondary entrance locations will be designed around a pre-finished (either natural or painted), aluminum storefront system. Additionally, large sections of the exterior glazing system will be designed as operable walls, to increase the inter-connection between interior and exterior spaces.
- As conceived, portions of the main Exposition Hall roof will receive photovoltaic and/or solar hot water heating panels.

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- Gutters and roof drains will be also be piped to a series of landscaped "rain garden" areas, where rainwater can be collected and filtered before draining to the central water feature.

Sustainable Building Features and Goals

- The south-facing half of the Exposition Hall is proposed for installation of photovoltaic arrays and/or solar water heaters. With a total roof surface of approximately 50,000 square feet, this south-facing portion would provide an area of approximately 25,000 square feet. Additional roof areas over the entry lobby, meeting rooms, and/or south-facing shade canopy could also be utilized, depending on the results of more detailed studies in conjunction with overall energy programs for the Plan Area.
- Pre-manufactured exterior wall and ceiling panels should be selected to provide high insulation values, with metal support framing and finish surface options containing up to 85% recycled material content.
- Concrete slabs and foundations should include reinforcing steel with recycled content (typically ranging between 45% and 70%) and fly-ash, as part of a recycled waste diversion program.
- High efficiency water fixtures should be utilized to conserve water and offset high peak loads within the facility.
- To minimize the use of artificial light, south-facing yet shaded lobby/lounge spaces (as well as small meeting rooms) should have access to natural daylight through operable windows and exterior doors that open directly onto landscape areas. Additionally, skylights or light tubes should be included wherever practical.
- Operable windows should be provided at the upper (clerestory) level of the main Exposition Hall to provide natural daylight, as well as naturally ventilate the space.
- Efficient interior lighting and control systems should be provided, and occupancy sensors utilized wherever practical.

Phase 3 Expansion

Phase 3 assumes a doubling in size of the Exposition Hall from approximately 50,000 net square feet (72,000 gross square feet) to approximately 100,000 net square feet (144,000 gross square feet). If the administrative offices are already accommodated within the Phase 1 building, these uses would be accommodated. At full build out, the Exposition Hall will be a contiguous, column-free space that is sub-dividable into multiple smaller halls, as in Phase 1.

A second Entry Lobby will be "mirrored" at the opposite end of the building, to provide another primary entry point into the expanded facility. Similar in layout to Phase 1, additional lobbies, meeting rooms, restrooms, and an expansion of the Kitchen are also proposed in Phase 3.

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4.3.4 Outdoor Venues

Arrival Plaza

- At the eastern terminus of Entry Road, a new Arrival Plaza at the Exposition Hall entry is envisioned for Phase 1a as a location for congregation, ticketing and entry, and a paved outdoor venue for art exhibitions, car shows, or similar events.
- The Arrival Plaza would create a flexible space incorporating movable bollards, planters, or other barriers to accommodate primarily pedestrians, but also occasional vehicles, according to the scheduled event. The width of the plaza should allow for turnaround of passenger vehicles (approximately 80-foot diameter) and drive-through of safety and service vehicles that need to access the west or south sides of the Exposition Hall, with exits to the landscape concourse.
- Portable ticket booths may be integrated into a dramatic entry element. The plaza design and ticket booth location should create spaces for pedestrian gathering and orientation both outside and inside a secured perimeter. Ticket booths may be integrated with signage, banners, and other elements celebrating the Fair of the Future.
- The Arrival Plaza would also be a suitable area for Farmer's Markets or other similar and temporary events.

Exposition Hall Gardens

- Rain gardens constructed as part of the Phase 1a and Phase 3 Exposition Hall should surround the building in order to capture, filter, and retain stormwater draining from the large roof surface. The rain gardens should be installed with suitable soil and drainage measures, and planted with species that tolerate rain garden conditions and provide visual appeal.

Midway/Event Lawn and South Concourse

- South of the Exposition Hall, a new Midway/Event Lawn of approximately four acres is proposed for Phase 1a to accommodate the midway during Fair week(s) and other major events throughout the year such as dog shows, festivals, and other activities where a turf surface is desirable. Between events, this area could serve as an extension of the Creek Park, with public access for strolling, picnicking, painting, and other passive recreation.
- The Midway/Event Lawn is intended as a simple grassy area sloping gently toward the water feature, with walks and ramps that provide accessibility. The slope should be approximately two percent in order to provide positive drainage and allow a wide range of activities.
- Mesh-reinforced turf should be used for the Midway in order to accommodate vehicles and temporary structures. A recommended surface material is reinforced turf (such as Grasspave or Advanced Pave Tech Turf) incorporating a root zone mesh or other system that provides a free draining natural grass surface with high load-bearing capability.
- The south-facing edge of the Exposition Hall is intended to include a South Concourse; this pedestrian promenade should be a minimum of 10 feet in width to

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accommodate service vehicles. The promenade could include terraced steps that lead to the Event Lawn, providing a location of seating and viewing the Midway and water feature.

East Plaza

- In Phase 1, the East Plaza would provide a paved venue for outdoor events adjacent to the expanded portion of the Exposition Hall. It could also serve as a staging area and meeting place near the amphitheater.
- This area would also be suitable for art installations, either permanent or temporary.

Amphitheater

- In Phase 3, with expansion of the Exposition Hall, a new amphitheater is proposed to replace the Fair's existing 6,000-person concert venue. The new amphitheater is intended as a series of grassy terraces with concrete seat walls and steps for flexibility and visually appeal. A portion of the terraces may be designed to accommodate tables and chairs, so that the amphitheater can accommodate dinner concerts, weddings, and similar events.
- To protect the amphitheater from freeway noise, the upper areas should include berms and/or walls as suggested by Figure 4.20: Amphitheater Section.
- Mesh turf should be considered for amphitheater terraces.

Figure 4.17: Arrival Plaza Illustrative (Phase 3/Buildout Condition)

Figure 4.18: Arrival Plaza Perspective

Figure 4.19: South Lobby Perspective

Figure 4.20: Amphitheater Section

Demonstration Farm

The Demonstration Farm is envisioned for Phase 1a or 1b. Modeled after the popular Centennial Gardens in Orange County, the Demonstration Farm pays homage to Solano County's rich agricultural heritage and provides an outdoor living classroom for children and families to learn about new techniques in urban agriculture, horticulture,

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composting, food preparation, healthy living and solar energy or other alternative energy technologies (for example, biofuel production).

Located at the eastern terminus of the Creek Park, the Demonstration Farm celebrates and carry forward the traditions of the Solano County Fair while allowing for exploration and year-round visits from families and school groups.

- The farm should be located close to parking areas to allow easy access for school groups, visitors and service vehicles. The farm should be secured by permanent fencing as needed for security and operations.
- The Demonstration Farm should be planted with rotating crops in all seasons to provide year-round visual interest.

4.3.5 Fairgrounds Fencing, Walls and Gates

Figure 4.21 illustrates the locations of proposed fencing and gates for the Fair of the Future.

Entries are planned for:

- North Gate at the existing concourse to serve the Exposition Hall and buildings including the satellite wagering facility and McCormack Hall.
- Main Gate at the Arrival Plaza to serve the Exposition Hall, overall Fairgrounds, Creek Park, and pedestrian traffic along the Entry Road.
- South Gate at the Creek Park to link from Shared Public Parking into the Midway and central areas.
- Farm Gate to also link from Shared Public Parking and serve school groups coming to visit the Demonstration Farm.
- Service gates at the north and south ends of the perimeter service road.
- In general, the Fairgrounds should appear open and welcoming to visitors throughout the year. A fortified, "closed for business" appearance should be avoided.

While providing an open, park-like appearance, the Fair's edges and entry points should be designed to provide flexible solutions for safety, security and controlled access to a variety of ticketed venues, with separate gates for concurrent events.

- Attractive, permanent frontage fencing of six to eight feet in height should be used along the more public and visible edges of the Fair, as defined by Figure 4.21. Such fences should be combined with landscape planting and constructed of wrought iron or similar high quality materials. Metal fences may be mounted on a low masonry wall, and/or spanning masonry piers.
- Movable barriers used at the Arrival Plaza for Fair Week and other special events should be designed to create an attractive, festive appearance. Portable ticket booths and other gateways elements should likewise be designed to be compatible with the Exposition Hall architecture and convey an image of quality befitting the Fair of the Future.
- Black, vinyl-clad chain link fencing (with matching posts) may be used to provide security and safety along the north and eastern edges of the Fair and for less visible storage or service areas within the Fair. Evergreen hedges, flowering vines and/or

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trees should be planted along the base of all security fences. Security fences should be approximately six feet in height or as needed for security.

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- Walls may be used to accommodate grade transitions and provide informal seating areas along the water feature, amphitheater, or other areas. Walls should provide an image of permanence and quality, and may be used as locations for signage and permanent graphics.
- Plywood, un-clad chain link, barbed wire or razor wire fence are prohibited.

Building areas depicted here are conceptual only.

Figure 4.21: Fairgrounds Fencing and Gates

4.3.6 Fairgrounds Signage, Lighting and Site Furnishings

- Signage for the Fair of the Future should be designed as a comprehensive "family" of elements to:
  - announce arrival at entry gates,
  - provide schedule of current and upcoming events,
  - direct service vehicles and pedestrians to their destinations, and
  - supply information on the Fair's history and current features.
- Signage may be incorporated into gateway features such as the Arrival Plaza's turnstile/security check point.
- Signage should be considered in conjunction with other site furnishings including lighting and seating.
- All site furnishings should be selected to be low-maintenance, durable and attractive elements that harmonize with and complement the Exposition Hall architecture.
- Fairgrounds lighting fixtures should provide attractive, low-level lighting that promotes a safe environment for all users, but remains pedestrian-oriented.
- Lighting should utilize LED or other energy-efficient fixtures that provide pleasing light color.
- Materials for lighting fixtures should be durable and low maintenance. Natural finishes like bronze and nickel steel are recommended.

Figure 4.22: Site Furnishing Images

Figure 4.23: Signage Images

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4. 4 GUIDELINES FOR RIGHT-OF-WAY AND OTHER PUBLIC AREAS

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4.4.1 Streetscape and Entries

Streetscape

- Streetscape should conform to the street sections provided in Figures 4.24 to 4.26 and the provisions of Chapter Five.
- Regularly-spaced street trees should be installed as part of roadway construction to along all new roadways to visually unify street edges, establish an identity with the Plan Area, provide a sense of visual enclosure along corridors and perimeters, and generate shade for pedestrian comfort.
- Special street sections include the following:
  - The North Loop Road includes a passenger drop-off lane along Parcel 6 in Figure 1.2, northwest of the Exposition Hall Arrival Plaza. This drop-off serves visitors to the Exposition Hall and also helps to activate a small entry plaza within the Parcel 6 EMU development in Figure 1.2.
  - The South Loop Road segment between the Entry Road and the bridge includes the same travel lane dimensions as the North Loop Road, with 10-foot wide monolithic sidewalks and no landscape area. Tree wells may be included in the sidewalk, but any additional landscaping would be located within the adjacent Fair or EMU parcels.
  - At the bridge itself, the South Loop Road sidewalks are 12 feet wide to serve bicycles and pedestrians. This segment does not include any street side landscape.
- Streetscapes should reflect the hierarchy and identity of the roadway system. Taller trees should define the Entry Road and Loop Road, with the most impressive tree type marking the Entry Road. Medium-sized trees may articulate the Connector Road and secondary onsite roads.
- Major streets should be planted with single species of trees to establish gracious and distinctive corridors. Trees should be used to enclose the street, create a comfortable pedestrian scale, and contribute to the identity of the street. Plant selection should consider City of Vallejo guidelines and be limited to hardy species that are drought-tolerant and will thrive in local climate and soil conditions.
- In general, street trees should at maturity be medium or large canopy trees, equal to or greater than the height of adjacent buildings. The planting pattern and species may vary at intersections to provide a flowering or contrasting tree.
- Trees should be planted between the curb and the sidewalk to protect pedestrians and reduce the scale of the street. Large street trees should be regularly spaced, typically 25 feet on center, but spacing may vary to accommodate street lights, driveways and utility boxes, or other conditions. Smaller scale trees may be spaced more closely.
- For street promenades along the Entry Road and at the pedestrian drop-off near the Arrival Plaza, trees should be provided within minimum five-foot wide tree grates.
- Parkway strips between sidewalks and the curb should be a minimum of seven feet in width, measured from sidewalk to face of curb. Parkways should be planted in low

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maintenance trees, shrubs, groundcovers or lawn, grasses or wild flowers. Plant material should be selected to be well-suited to location; for example, lawn is preferred to shrubs in areas where foot traffic is expected.

- Parkway strips should not be compacted as part of road bed preparation, or if compacted should be properly amended to support healthy root development and plant growth.
- Non-fruiting street trees species are preferred. If fruiting trees or vines are utilized, they should be located so as not to overhang sidewalks or otherwise create maintenance problems.
- Where bump-outs are provided, trees may be shifted into the enlarged planter area provided sight safety distances are maintained.
- Design of the Solano 360 public open space and street areas should create a consistent character and environment conducive to entertainment and urban activities, with a festive and colorful atmosphere.
- Site furnishings (including lighting, seating, wayfinding and waste/recycling receptacles) throughout the Plan Area should be designed and selected to establish a unified vocabulary of related forms and materials to reflect a sense of unity and identity.
- Bike lanes and pedestrian multi-use spaces will characterize the street environment in the Plan Area. As such, lighting, signalization and signage should be pedestrian-scale and should facilitate easy pedestrian and bicycle movement.
- Durable seating should be provided at frequent areas throughout the Plan Area in the form of benches, movable tables and chairs and seat walls to encourage walking while providing rest opportunities.

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- Low road speeds throughout the Plan Area should be defined to foster pedestrian and bicycle-friendly streets (see Section 5.2.1 for traffic calming features).

Entries and Intersections

- Roadway entries into the Solano360 Plan Area should provide a sense of arrival and celebration. The primary pedestrian and "ceremonial" entry at the Entry Road should be designed to welcome pedestrians and orient views toward the water feature. The Loop Road entries should likewise provide a strong sense of place, with clear signage indicated vehicular routes to parking areas.
- The Sage Street entry should emphasize clear signage for service vehicles, buses, and Transit/North Parking Center access.
- Entry plans should be prepared for each project entry prior to development of adjacent improvements. These plans should address landscape, pedestrian access, grading, drainage, monuments, signage, lighting and other public amenities.
- The design of the intersection of the Entry Road and Loop Road should include special features for traffic calming and pedestrian comfort. As envisioned, this stop sign-controlled intersection will be raised six inches to alert vehicles and provide continuous, level crossings for pedestrians from the Entry Road promenade through to the Arrival Plaza.

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- Other intersections along the Entry Road and Loop Road should also include traffic calming, bulb-outs to narrow the crossing distances for pedestrians, high-visibility striping, and special paving or textured crosswalks to enhance pedestrian safety. Up lighting may be considered to enhance safety at night and provide a festive atmosphere.

Figure 4.24: Entry Road Sections

Figure 4.25: North Loop Road Sections

Figure 4.26: South Loop Road Sections

4.4.2 Creek Park and Water Feature

The Creek Park is a critical project component, not only because of its ecologic and hydrologic function, but also because it will provide an important public open space and recreational amenity for visitors and future residents.

The Creek Park forms a new open space corridor through the site with waterfront promenades, picnic areas, lawn terraces, water view plazas, wetlands, and bridges. This example of sustainable design addresses drainage, flooding and water quality issues while providing an iconic feature that visually enhances the project's entries and activities within the central area.

Appendix F provides additional design criteria addressing water balance, water quality management, creation of wetlands, shoreline conditions, and shoreline safety.

Landscape and Amenity Features

- Creek Park should be a comfortable and beautiful multi-use space.
- The Creek Park should be planted with native and low-water vegetation to minimize irrigation needs.
- Plantings on flat, upland areas should vary from garden-like and decorative to more hardy species conducive to play, but requiring little maintenance.
- Pedestrian amenities within the park, including lighting, seating, wayfinding and waste/recycling receptacles should be designed and selected to establish a unified character for the park.
- The South Loop Road crossing over the water feature should be designed economically, while creating the appearance of a continuous waterway.
- A variety of edge conditions along the waterfront should be established to provide a safe and visually intriguing waterfront with opportunities for enjoyment of the water.

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- Figure 4.27: Water Feature Section describes how the water feature could incorporate a wall or bulkhead in some areas, with riparian vegetation in other areas (see Appendix F for further details).

Recreation Opportunities

- The park should accommodate a wide-range of passive and active recreational uses including strolling, jogging, people watching, enjoying views, picnicking, meeting with friends, kite-flying and similar activities.
- Small non-motorized watercraft rentals could be considered as a concession in the Fairgrounds portion of the Creek Park so that visitors can interact with the park via the water feature.

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Hydrological Function

Onsite stormwater will be routed through the Creek Park water feature which will discharge into an existing storm drain system and then into Lake Chabot. Offsite stormwater flows from Rindler Creek and/or Blue Rock springs will not be diverted through the onsite water feature but will continue to flow through the Fairgrounds Channel (Chapter Six provides additional detailed information).

- The water feature will capture, treat and store onsite stormwater runoff for water quality improvements and re-use (see Chapter Six).
- The minimum surface area and depth should be based on flood control and water quality requirements. The surface area is planned to be approximately 5.4 acres and the depth will be eight feet with a shallow shelf for wetland planting and safety (see Chapter Six and Appendix F for additional details).
- Sufficient freeboard should be provided between the normal water surface elevation and adjacent development, taking into account the varying types of land uses. Freeboard should be designed to accommodate fluctuations in the water elevation for water quality and flood control purposes.
- The minimum distance between shorelines should provide sufficient space for sides slopes taking into account the varying types of edge conditions. The maximum distance between shorelines should take the bridge designs into consideration. The maximum bridge span is currently planned to be no greater than 100 feet.
- Side slopes may vary depending on the edge conditions, safety considerations and liner requirements. In general, slopes should not exceed 4:1 in most locations. The bottom surface should be sloped at 2% minimum toward the middle of the water feature.

Access

- Plaza and hardscape areas along the west side of the park are associated with retail, shopping and dining uses along Entry Road and should engage pedestrian activity as follows:

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- A main plaza should be established along the north waterfront, visible from Entry Road.
- Plaza and hardscape areas along the waterfront should provide ample room for dining and viewing.
- West Creek Park and all plaza and hardscape areas should be publically accessible, year round.

- The east portion of Creek Park is associated with the Fair of the Future programming. With the exception of facilities operated by private companies, for example a Ferris wheel, these portions of the park should be publically accessible except during major ticketed Fair events and as needed for maintenance and security of Fair facilities.

Figure 4.27: Water Feature Section

4.4.3 Fairgrounds Channel

- To the extent possible within the designated Fairgrounds Channel area as shown by Figure 3.1: Land Use Plan, the channel should be defined in a natural-appearing manner, with a meandering horizontal alignment and banks that vary in slope. If meandering or varied side slope angles are not possible within the Fairgrounds Channel area, the channel bottom should be constructed to undulate as much as is feasible, without creating undesirable ponding.
- The final design of the drainage corridor must meet the hydrological requirements for flood control and conform to the space limitations of the designated Fairgrounds Channel area.
- To increase the biotic value of the drainage channel, planting benches should be incorporated into the channel design. The banks of the creeks should be stabilized with native vegetation such as willow, and other native riparian plants adapted to the climate of Vallejo.
- Where feasible, the native tule at the bottom of the current channel may be left and will recruit naturally, as will sedges and rushes that could be planted on the channel benches. Side slopes should be planted with a variety of riparian plants adapted to the local climate; these include willows, coyote bush, wild rose, and native grasses. The overstory may be planted with larger, native trees such as sycamore and oak to provide shade and provide a visual buffer from adjacent freeways.
- Invasive species, such as arundo, tamarisk, or star thistle, should be eradicated if present along the drainage corridor.
- Preconstruction surveys should be carried out for special-status species, nesting raptors, nesting song birds and for roosting bats if mature trees will be removed along riparian area. To prevent direct take of a special-status species, under provisions of a Section 7 permit, any special-status species should be moved to a safe location or appropriately mitigated for, according to the requirements of the permitting process.

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- Best Management Practices should be used to avoid siltation of the drainage channels from any onsite stormwater runoff.
- A SWPPP should be prepared specifically for the conditions of the site in compliance with the NPDES permit. Examples of BMPs include:
  - Conduct all in-channel construction activities during the regional "dry" period as approved by the RWQCB. All efforts should be made to perform all channel work potentially impacting surface waters during periods when surface water flows are at their lowest point.
  - No diversion of surface waters should occur during migration periods for special-status species.
  - The re-vegetation of banks should follow guidelines and specifications as outlined by environmental review for the Solano 360 project.
  - If creek flow is from Rindler Creek and/or Blue Rock Springs Creek is determined to be perennial, work should be conducted during the lowest flow portion of the year. Stream flow should be diverted around the work area using temporary bypass pipes, flumes, or excavated channels that temporarily re-route water around construction area(s). A qualified biologist should be present documenting the conditions and the impact of the construction activity, and assist in relocating stranded wildlife, where necessary.
  - Erosion control blankets and/or mats should be used to control erosion of banks and offer bank stabilization.
- Project construction should comply with all terms and conditions of a Streambed Alteration Agreement. Depending on the results of the Phase 1 ESA, and in coordination with the RWCQB, borrow materials should be examined for potential contaminants (e.g., mercury).
- The channel design should incorporate a walking/jogging trail as indicated in Figure 5.10: Pedestrian Circulation. To avoid adding extra width to the channel, this trail should make use of maintenance driveways if possible.

4.4.4 Transit / North Parking Center

The Plan proposes 2.2 acres for a transit/parking facility in the northwest area of site. The Transit/North Parking Center will provide bus access and parking through all phases of the project. In Phase 1, this consists of a bus stop and surface parking. Starting in Phase 2, a three-level parking garage will replace surface parking to serve commuters during the weekdays and parking for the Fair on weekends and at night.

Guidelines are as follows:

- The Transit/North Parking Center access should be from Sage Street and the North Loop Road.
- Buses, shuttles (to/from local hotels, nearby major entertainment uses and the Vallejo Ferry Terminal), taxis, Paratransit (and similar services for disabled individuals), personal electric vehicles and bicycles should be encouraged to use the Transit/North Parking Center.

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- Secure bicycle parking should be provided and a bicycle repair and rental facility should also be included.
- Priority parking should be available for disabled persons and car-share services.
- Priority parking should be available for certified pure zero emission vehicles (100% battery electric and hydrogen fuel cell) and compressed natural gas (CNG) vehicles.

4.4.5 Public Parking

Public parking will be provided in parking lots and garages as shown in Figure 5.14: Land Use and Parking, and on the Entry Road.

- Parking facilities should adhere to the guidelines in Section 4.2.4: Parking Areas.
- Parking structures in Public Purpose Areas may incorporate retail uses or other non-parking uses at street level.

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- To provide screening from public view, landscape plans for parking structures should include planting, trellises, vegetated walls or other decorative screens, both at the ground level and along vertical walls at street frontages or other public area and open space frontages.

4.4.6 Electronic Reader Boards

Electronic reader boards are planned along the freeway edges, in the locations shown on Figure 4.5: Site Relationships. These signs are intended to provide a revenue source for the Fair and include a new electronic reader board along SR-37, an upgraded electronic reader board along I-80, and two static electronic signs along I-80.

- Design and siting of electronic reader boards should not impede Fair programming or detract from the overall visual and aesthetic character of the Plan Area.
- Electronic reader boards should be oriented away from the Plan Area and toward freeways.
- Electronic reader boards should not contribute to light pollution that would affect nearby residences and should not adversely impact highway travel safety.
- Electronic reader boards must comply with any applicable federal and/or state requirements for highway-oriented signage.
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4. 5 GUIDELINES FOR PRIVATE PURPOSE AREAS

Private Purpose Areas consist of the Entertainment Mixed Use (EMU) parcels, totaling 18.8 acres, and the Entertainment Commercial (EC) parcel of 30 acres. These uses are distinct, as follows:

- EMU development is envisioned to create a connected, walkable area of family entertainment commercial (FEC) businesses and associated restaurants and retail, with buildings oriented to Entry Road, Creek Park, and North Loop Road. As the intensity of this area increases through Phases 2 and 3, development will include vertically mixed uses that contribute to a vibrant, pedestrian-oriented Public Entertainment Core.

- EC development is envisioned to be a single destination theme park or amusement park with outdoor rides and venues visible from adjacent freeways and public roads, contributing to the visibility and identity of Solano360 as an entertainment district. Should the EC area be developed as a multi-parcel, mixed-use commercial center, the land use and design provisions for EMU areas will apply.

4.5.1 Use of the Guidelines in Private Purpose Areas

The Solano 360 Design Guidelines are intended to provide clarity in expectations for future design of projects in the Solano 360 Specific Plan Area. Projects found consistent under the Guidelines and other standards contained in the Specific Plan will receive expedited review and approvals. The Guidelines will be utilized by the City of Vallejo as part of its review of development proposals in private purpose areas and by the County in working with properties in private purpose areas and fair related property in public purpose areas.

The Guidelines are written with enough specificity to facilitate and ensure the project vision is achieved, while retaining enough flexibility to account for the range of uses that may be allowed, and the anticipated multi-year build out of the project area. The Guidelines have been approved by both the County and the City as part of the overall approvals for the Specific/Master Plan. These are intended to be integrated into the development review processes set forth in the approvals and for development agreement between the City and County.

Guidelines by nature require some interpretation in implementation. Not all guidelines will be applicable in all situations. They are intended to provide guidance for facilitating compliance with the Solano360 vision as a whole. Individual guideline provisions are not intended to be standards that must be met in each and every circumstance. Substantial compliance with the overall design vision of the Solano360 project is the objective. To achieve this, compliance with Individual guidelines must be evaluated in the context of the project vision and overall design guideline package.

4.5.2 Design Review Process – Private Purpose Areas

Project proposals on private purpose areas are subject to application review processes set forth in the Vallejo Municipal Code as amended by the Specific Plan and Development. Project proposals found consistent with the Design Guidelines contained in this Chapter will receive expedited review.

~~4.5.3~~ Entertainment Mixed Use (EMU) Guidelines

Design Concept and Objectives

The intent of the Design Guidelines is to encourage new private purpose developments that will contribute to the vibrancy and success of the Solano 360 vision. The Design Guidelines do not dictate specific design themes or architectural styles, but instead outline design concepts that support the vision articulated in this Solano360 Specific Plan.

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Deleted: Section 3.6 provides land use policies for these areas. ¶
Section 4.2 establishes guidelines applicable to all portions

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SOLANO360 CHARACTER AND DESIGN PRINCIPLES

Solano360 will have a highly unique

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character shaped by the existing Discovery Kingdom Park, the proposed Fair of the Future, the "Main Street" type of mixed use and entertainment area, the unifying Creek Park and a future theme park. The following design principles reflect that unique character and form the basis for the Design Guidelines.

Moved down [2]: Primary intersections, particularly those along Entry Road and Creek Park, should be reinforced with high quality landmark buildings or gateway elements to support the identity of the Plan Area. Such buildings should exhibit thoughtful, imaginative architectural design to welcome visitors and promote a pedestrian-oriented character.¶

Moved down [3]: The Entry Road should provide an urban, pedestrian-oriented corridor of specialty shops and services, restaurants, tree-shaded sidewalks, and art illustrating the history of Vallejo and Solano County, all developed at an appealing pedestrian scale.¶

Create a Unique Place

Solano360 will be and iconic public entertainment destination. The Entertainment – Mixed Use component has the physical structure of a traditional mixed-use urban neighborhood, with a variety of uses and activities, including shops, offices, arts and entertainment venues, and residences. The Entertainment – Mixed Use area's urban form is defined by buildings that maintain a relatively consistent framework of building facades lining a traditional pedestrian oriented street and opening onto the Creek Park plazas.

The rich visual architecture expected in Solano360 will help create an inviting environment. Individual buildings can contribute greatly to a positive experience for pedestrians with small scale, intimately-designed facades and storefronts that emphasize interaction with passersby. This interactive architecture creates opportunities for a lively streetscape environment, with public amenities, places to stroll, shop and dine.

The design of new buildings should be distinctive, while still part of the visual composition of the streetscape. Designs at the sidewalk level should highlight interaction with pedestrians. The architecture should be carefully composed, with variety in massing, changes in materials and unique details that stay in the memory of visitors and residents.

Create Connectivity and Synergy

The core of Solano360 is a unique combination of major public entertainment venues each interconnected with the other. The Entertainment – Mixed use area gains synergy through the connectivity provided for in the Solano360 Specific Plan. New buildings and developments should emphasize a pedestrian orientation to the unifying elements and linkages surrounding the Entertainment – Mixed Use component of Solano360 plan area.

Urban Design

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- New developments should substantially conform to the urban form and footprint for the Entertainment – Mixed Use area as illustrated in the Solano360 Specific Plan.

- Design of buildings and outdoor spaces along Entry Road should utilize complementary color, special materials, signage, furnishings and landscaping to promote a unique identity and active commercial heart for the Plan Area.
-
- To create an attractive environment for restaurants and an active pedestrian promenade along the Entry Road, blocks that include FEC's or large retail stores are envisioned to include smaller footprint storefronts along the primary road right-of-way (see Figure 4.28: Entertainment-Mixed Use Building Prototype).
- Entries to large footprint buildings, such as FEC's or large retail stores, may be recessed, emphasized with architectural elements, or otherwise articulated to identify entry points to primary FEC uses.
- Development along North Loop Road in Phase 3 may also include large footprint buildings, but should also incorporate smaller, street-oriented retails shops with recessed entries or entries off of an interior courtyard or arcade.
-
- Open spaces for recreation, gathering and visual relief should be designed to appear deliberate and not as "left over" space between buildings.
- Outdoor dining should be encouraged along sidewalks and promenades to promote street activity.

Buildings depicted here are conceptual only.

Figure 4.28: Entertainment-Mixed Use Building Prototype

- Use ground-level open space to complement retail shops, live/work units, cafes and restaurants, or other ground floor uses. Provide benches, sitting areas and other elements that allow people to linger. Use decorative railings, special paving or other design techniques to demarcate outdoor dining areas.
- Provide physical and visual connections to the public way, while using distinct pavement, landscaping, art, signage, screening or decorative fences to identify the ownership and acceptable uses of the space.
- Open space can be provided through ground-level courtyards. Office or residential courtyards at upper levels, as applicable, or rooftop decks and gardens.

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Moved down [4]: Buildings and entries should be located primarily at the back of road rights-of-way. Where building entries are set back in courtyards, paseos, or arcades, landscape features such as vertical planting treatments, trellises, or decorative walls should define and clearly mark such openings at the street edge.¶

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Deleted: <#>All buildings should provide a clearly articulated pedestrian entrance, either via storefront, recessed storefront, arcade or courtyard, with direct pedestrian access to either North Loop Road or Entry Road. ¶

Moved down [5]: Parking should be located to the rear of parcels. By Phase 3, no surface parking lots should front on either Entry Road or North Loop Road.¶

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Architectural Design

Buildings should reflect the vibrant, urban mixed-use nature of the Solano360 Plan Area, supporting the pedestrian character of streets and contributing to an overall identity for the project.

Site Design and Building Orientation

- Parking should be located to the rear of parcels. By Phase 3, no surface parking lots should front on either Entry Road or North Loop Road.

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- New buildings and development in the Entertainment – Mixed Use core should orient primary facades toward the street edge, parallel to the sidewalk to create activity along sidewalks. Intersections should be activated by orienting uses toward corners.
- Organize sidewalks, pedestrian circulation, open spaces and entries to connect and align with surrounding pedestrian circulation patterns, paseos, plazas and pathways. Orient pedestrian pathways to connect with links to public transportation, such as bus stops and transit terminals.
- Incorporate retail entries at corners facing intersections and provide pedestrian amenities. Corners should emphasize pedestrian interaction at the sidewalk level with entries, canopies, small plazas, arcades or other architectural elements. Pedestrian entries should be accessed from the street with the greatest pedestrian intensity.
- Locations designated in the Specific Plan or these Design Guidelines as Gateways should address both streets with primary facades, and should provide space at the corner for special streetscape enhancements.

Building Design

- All buildings shall be designed to be attractive on all sides utilizing similar architectural detailing and building form concepts.
- All buildings shall be well modulated both horizontally and vertically to avoid monotonous and unattractive facades and overall form.
- Architectural interest shall be derived primarily through use of design elements that are integral to overall building form. Tack on elements should generally be avoided except if there is a specific purpose such as an overhang to shade a west facing window. A mansard roof would be an example of an architectural detail that would be a tack on and inappropriate.
- Building function should be integral to overall form.
- Exaggerated or oversized architectural detailing should be discouraged as such features are often utilized to compensate for poor overall design.

Entries and Access

- The Entry Road should provide an urban, pedestrian-oriented corridor of specialty shops and services, restaurants, tree-shaded sidewalks, and art illustrating the history of Vallejo and Solano County, all developed at an appealing pedestrian scale.

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- All buildings should provide a clearly articulated pedestrian entrances, either via storefront, recessed storefront, arcade or courtyard, with direct pedestrian access to either North Loop Road or Entry Road.
- Buildings and entries should be located primarily at the back of road rights-of-way. Where building entries are set back in courtyards, paseos, or arcades, landscape features such as vertical planting treatments, trellises, or decorative walls should define and clearly mark such openings at the street edge.

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- Pedestrian entries and retail shops should open directly to a public sidewalk or major pedestrian corridor. Mixed-use buildings with residential uses should be accessed through a clearly identifiable primary entryway directly from an adjacent sidewalk.
- Entries to buildings and retail shops should generally be located directly at the sidewalk level. Ramps for barrier free access should generally be located inside the building envelope and integrated into the overall design.
- ~~Alleys may provide entries to small retail shops, where conflicts between pedestrian and vehicles will be minimized.~~
- Buildings that front on both the Entry Drive and Creek Park should have appropriate design elements to take advantage of both frontages. Portions of buildings facing the Creek Park should feature elements that enable for outdoor dining and seating opportunities while the Loop Road frontage should contain elements of a downtown shop, including recessed entries and shop windows.
- Building entries at ground level shall be accentuated through use of human scale design elements in building architecture.
- Entries to shops and restaurants at ground floor level should directly access and be at sidewalk level to facilitate ADA access.
- Entries shall be clearly identifiable and highlighted through the use of sheltering elements such as canopies, awnings or inserts tucked under the second floor.
- Addresses shall be clearly identified at building entries and shall be sized and designed in accordance with a detailed sign plan for the overall project.
- Building design should carefully consider how service entries are addressed to ensure they do not detract from overall building appearance and design concept. These must be identified with preliminary design and floor plan concepts to avoid becoming an afterthought.
- In no case will these Design Guidelines supersede or negate any applicable regulations for Barrier-Free Design required by the US Government, the State of California, the City of Vallejo or other responsible authorities.

Massing, Scale and Articulation

- New buildings and developments should promote distinctive and visually interesting streetscapes through the thoughtful expression of building massing and façade design.

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- The massing of buildings and the arrangement of volumes at the lower floors should visually reinforce the grid pattern of surrounding streets in the Entertainment – Mixed Use area by maintaining a street wall at the edge of the adjacent street or sidewalk area.
- Building facades should generally be of similar height and scale to facades on buildings directly across the street.
- The perceived heights of buildings are as important as the actual heights, and incorporating varying heights at the street edge will create visual interest in the streetscape. Vary the heights of the building volumes, incorporate changes of materials and rooflines, or step back upper floors.
- Consider the visual relationship with neighboring buildings. Some facade elements that may relate to adjoining buildings and should be considered include:
  - building modulation patterns
  - ground floor arcades or upper floor setbacks
  - signage bands above the storefront level
  - patterns of change in materials, colors, or finishes
  - architectural elements such as belt courses, cornices, awnings and canopies, window types and patterns
  - the alignment of storefront windows
  - transom and clerestory windows
  - window sills on upper floors
  - windows opening patterns and styles
  - roof lines and horizontal changes
- Buildings should establish continuous storefronts and courtyard openings along Entry Road and, in Phase 3, North Loop Road. Buildings should maintain a distinctive urban character with storefronts oriented to streets.
- Building frontages should contribute to an active street life by providing ample seating, gathering places, and exterior protection from sun and rain in the form of recessed walkways, awnings, canopies, or trellises along primary pedestrian traffic areas.
- Longer building façades ~~longer than 200~~ feet should be designed to appear as more than one building, aggregated on the block with variation in massing, eave/parapet, color, material and balcony depth.

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- Buildings should incorporate vertical height variation to break the monotony of long un-interrupted building facades of matching height.

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- Building floor plans should be designed with flexibility to accommodate changes in commercial tenants over time.
- Sun angles should be considered in the design and placement of structures to allow sunlight into deep spaces and provide for both shaded and sunlit public spaces.

Gateways and Corners

- Buildings on corner lots should orient windows and openings toward the intersection and to both public street frontages.
- Primary intersections, particularly those along Entry Road and Creek Park, should be reinforced with high quality landmark buildings or gateway elements to support the identity of the Plan Area. Such buildings should exhibit thoughtful, imaginative architectural design to welcome visitors and promote a pedestrian-oriented character.
- Corner lots present special opportunities for incorporating distinctive architectural forms and details in the project. Special design treatment for Gateway locations should serve as a visual marker announcing an arrival into the Entertainment – Mixed Use area.
- The corners of buildings located at Gateway intersections designated in the Specific Plan should incorporate special architectural forms with significant visual emphasis, such as vertical towers, spires or other roof forms, with distinctive fenestration, architectural detailing and other elements that visually emphasize the massing of the building.
- Corner edges of buildings should be maintained on upper floors. Locate windows, balconies and other architectural elements near corners, and avoid blank walls or large decks that erode the comer's edge on upper floors. Incorporate distinctive canopies, roof forms and other architectural elements to emphasize the corner.

Rooflines

- Rooflines should be varied to reflect the articulation and modulation of the overall building. Unbroken horizontal rooflines should be avoided.
- Utilize roof design elements and roof shapes as part of the overall building composition and architectural expression.
- Use distinctive roof forms, profiles and cornices to provide a termination to the top of the building.
- Consider that rooflines not visible from the street level may be highly visible from a distance and have a different visual impact. Explore designs from multiple viewpoints.
- Rooflines should be integral to overall building form and design concept. False rooflines should be avoided in most situations.
- If flat rooflines are utilized, they should be articulated through use of architectural features such as articulated parapets or cornices.
- Rooflines should reflect and be integral to overall building form and function, reflecting and accentuating entries, floor plans and overall building form.

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- Quality roof material shall be utilized that are attractive and durable. Tile is one example; other similar materials may also be suitable.

Architectural Details

- Utilize a variety of architectural elements to add dimensional detail to the architectural expression of the facade. Primary facades should include human-scaled details, unique material finishes and architectural elements such as:
    - Decorative masonry patterns and courses
    - Unique windows and doors
    - Cornice, trim and roofline line details
    - Detailing on the underside of projecting bay windows and other overhead projections
    - Decorative metal balconies and railings
    - Windows with special detailing
    - Decorative spandrel panels
    - Unique or custom lighting fixtures
    - Unique, artist-made building parts that are integrated into the design of the building
    - Pavers and other surface treatments that create custom patterns
    - Grates, grilles and other screening materials that incorporate artwork or decorative patterns
    - Other unique or custom features that add to the character of the overall streetscape.

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Weather Protection

- Provide shade and cover for inclement weather, canopies, awnings and other weather protection to help create a sense of safety and comfort for pedestrians.
- When designed as part of the overall facade and streetscape composition, the design and detailing of weather protection will add visual interest of the streetscape.
- Arcades, awnings, canopies, recessed entries and other methods of weather protection should be designed as integral parts of the building when adjacent to sidewalk and public walkways. At a minimum, weather protection elements should be provided at retail and building entry locations.
- Single continuous canopies or other overhead weather protection that emphasizes horizontality are discouraged.
- Awnings and canopies should fit within framed openings relating to storefronts, should be consistent with the architectural style and character of the building, and should be constructed with materials, finishes and profiles that exceed the minimum physical and structural requirements.
- Awnings should fit into the openings of the building on which they attach without overlapping the opening or multiple openings. They should generally add color and serve as a transition between the storefront and the upper facade.
- Avoid a uniform awning design for multiple retailers.
- Awnings and canopies should identify a business's street frontage, and be identified as part of the tenant's image.
- Awning material should be of a woven fabric or other material that projects the natural appearance of canvas. Traditional canvas awnings are recommended. Retractable or open side awnings are preferred and vinyl awnings are prohibited. Canopies should be fabricated of durable materials such as steel, and glass.

Windows and Doors

- Wall openings should show depth of the wall, without use of flat or tacked-on window trims.
- Windows and doors should be simple in both design and placement. Use of mullions that divide window into panes of glass is encouraged.
- Building doors and windows facing street frontages should be fully functional.

Porches and Patios

- Upper level patios (either recessed or extended) or French balconies are encouraged, but should be usable and not merely decorative.

Colors and Materials

- Rich materials such as stone, brick, and wood are encouraged. Material mixture must be in accord with the simplicity of building massing.
- Brick and stone should be detailed in proper corner-turning and load-bearing proportions.

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- Local materials and vendors are preferred.
- Exterior materials on primary facades should incorporate materials common to the buildings in found throughout Vallejo and convey a sense of permanence.
- At the ground floor, incorporate materials such as bronze, steel, brick or other masonry, and architectural-grade concrete that have a heavy, permanent appearance.
- Preferred facade materials include:
  - brick and stone masonry
  - pre-cast concrete lintels, sills and panels
  - stucco with a quality finish
  - wood profiles and details
  - stone (marble, granite) lintels, sills, cladding and detailing
  - ceramic and clay tiles or masonry
- Other materials that are acceptable include:
  - metal panels that are pre-finished or painted
  - metal and glass curtain wall systems when used for less than 30 percent of the facade area
  - synthetic detail profiles when covered with a stucco finish
  - concrete masonry units, except gray, and when used in limited quantities at the ground floor and designed with patterns of multiple colors and/or finishes
  - other innovative materials and new technologies that convey high-quality design and durability
- Thin materials generally do not convey high-quality and durability. At the pedestrian level avoid thin materials such as "stick-a-brick", clear-anodized aluminum windows and storefronts, and other light-weight materials and finishes.
- The following materials and finishes are generally inappropriate:
  - Coarsely finished, "rustic" materials, such as wood shakes, shingles, barn board or fir plywood
  - Indoor-outdoor carpeting (" astro-turf")
  - Corrugated or expanded metal, except as part of a design feature or detail
  - Corrugated fiberglass panels
  - Imitation masonry and stone materials or panels
  - Rough coat stucco
  - Silver or clear anodized aluminum sheets
  - Silver or clear anodized aluminum extrusions for windows, doorways and storefronts

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- Plastic molded imitations of a conventional building material
- Mirrored or metallic reflective glass
- Glass block, except as a limited part of a design feature or detail

- To avoid the appearance of a false facade, materials and finishes should return around comers and terminate with an architectural detail or relief.
- Avoid colors that contrast dramatically with the colors of neighboring buildings. Neon and other bright colors should be avoided, except when used in a very limited amount as part of an architectural detail or feature.
- The grade of finishes should be highest at the pedestrian level of buildings. Textures should generally be more fine-grained and smooth in ground floor areas. In areas of building facades with little or no human activity, materials may be less highly-finished.

Lighting and Signage for Buildings

- Materials for lighting and signage fixtures should be durable and weather well.
- Natural finishes like bronze, nickel steel and sustainably-treated wood are recommended.
- Lighting and signage should be integrated into building design.
- Lighting, where appropriate for convenience and safety, should not cause light pollution or glare into adjacent properties.
- Energy-efficient LED lighting is highly encouraged.
- In addition to wall signs, pedestrian scale signage such as blade signs, awning signs, and window decal signs are encouraged throughout the project to contribute to an active, vibrant pedestrian experience. Signage that clutters pedestrian environments is discouraged.

Utilities and Mechanical Equipment

- Mechanical equipment should be hidden or screened by architectural elements that match the architecture of the rest of the building.
- Where possible, alleys or secondary streets should be utilized for access to utilities and building services access, including, but not limited to, trash/recycling storage and collection mechanical equipment servicing and fire department connections.
- Service facilities should generally be located in less visible locations. Where possible, facilities and equipment should be located within the building envelope.
- Fire Department connections, water sprinkler risers and other emergency and public works equipment should be located internally to the development. Backflow preventer devices should be located away from public streets, in a recessed location or located underground.
- Utilize landscape design, art elements or other architectural details to integrate the design of service access, utility connections or other mechanical equipment into the overall design of the development. Consider artist-made building parts for screening if appropriate for the equipment.

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- Any mechanical equipment, including when located on rooftops, should be visually screened in a manner that is integrated into the design of the building. Materials used should be finished and incorporate colors that blend with the overall building and reduce their visual impact. Plastic screens, chain link fences, and other utilitarian screens are insufficient for screening mechanical equipment.

Retail Storefronts

- The predominant length of sidewalk-level retail frontages should be storefronts, entry ways, doors, windows, and other openings that allow for a visual connection between the interior and the street environment, and for access directly from the sidewalk. Multiple entries should be incorporated where possible. Entry doors may be recessed, but storefront windows and displays should not be set back from the sidewalk. Storefront designs should be coordinated with adjacent designs to create a cohesive streetscape facade.
- Utilize traditional storefront designs. Storefronts should be individual expressions of a tenant's identity, but should create an expression that is complimentary to the downtown architectural vocabulary. National and regional tenants who have a standard, recognizable storefront design and color palette will be required to tailor their designs and colors to complement Vallejo's community identity and the Solano 360 vision.
- Storefronts should consist predominantly of transparent glass to provide views into the store, but glass should not be the exclusive material. Opaque, smoked and reflective glass should be used for accents only.
- The degree of construction detailing and finish in storefronts should generally exceed that of other parts of a building.
- Subject to approval by the applicable authority having jurisdiction, retailers may use sidewalks as a part of their presence on the street. A storefront expansion zone of approximately 2' wide may be identified along the building facades that will be available for tenants to extend their merchandising past the building facade plane.

Retail Signage and Lighting

- Retail signage should be incorporated into storefront designs, communicating a retailer's identity.
- Creative signage design is encouraged. Appropriate signage can take the form of wall-mounted signs, projecting blade signs, awning or canopies. Blade/projecting signs are appropriate for storefronts on the Entry Road and Loop Road. Signage may be incorporated into the design of canopies, marquees and awnings, where the latter are incorporated into the design of storefronts or entries. Emphasis should be placed on durable materials and quality manufacturing.
- The following types of signs should be avoided:
    - generic box signs
    - back-lit plastic and neon sign
    - pole-mounted and freestanding signs for individual businesses

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- Storefront facades, recessed doorways, outdoor spaces and passageways should be lighted. Lighting fixtures should generally complement the architectural expression and detailing of the building and storefront.
- Creative use of lighting may be incorporated into the architectural design of buildings to highlight feature elements, particularly at corners.
- Fixtures should be located and angled to ensure that they spotlight a retailer's merchandise and do not point toward the window or cause distracting reflections.
- Awnings and canopies may incorporate lighting with fixtures that light the sidewalk and storefront. Back-lit awnings are not allowed. Signage lighting, including flat-mounted signs, blade and banner signs, must be lit with concealed lighting or from above with down-lighting.
- Storefronts should provide for "after hour" lighting within the front floor area of stores so as to highlight goods and to contribute to pedestrian lighting. Night lighting will help animate the Solano360 public purpose area and increase pedestrian safety.
- Use fixtures and a comprehensive lighting plan that maximizes the efficiency of light sources and limits light intrusion into residential units. Pedestrian lights placed on buildings along streets and sidewalks should complement and supplement the pedestrian lighting plan of the street lighting without creating excess light or glare.

On-Site Amenities

- On primary pedestrian frontages and in open space setbacks adjacent to public pedestrian ways consider providing amenities for use by the public such as benches, fountains, planters with seating walls, art, bicycle racks, kiosks and notice boards.
- Public amenities should be designed and located to complement public streetscape improvements, and should exceed the normal levels of craftsmanship, reflecting the typical materials, finishes and colors of the building.
- Kiosks and Boards for wayfinding, public notices and information can be provided along pedestrian ways. They should be accessible and well-lighted. The design and construction should complement the design and composition of the building facade and/or other streetscape elements.
- Amenity feautres should be fixed in one place or attached to the building so as to be permanent.

Safety and Accessibility

- Amenity features should not create physical hazards or other issues of safety for pedestrians or drivers. They should allow for easy pedestrian access and required barrier free accessibility. Materials should be permanently fixed, durable, easily cleaned and maintained, and without sharp edges or points.

4.5.2 Entertainment Commercial (EC) Guidelines

In addition to the general guidelines provided in Section 4.2, the following guidelines are included to address the Entertainment Commercial (EC) area.

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- Design of the northern portion of the EC parcel should address the Creek Park by incorporating a pedestrian gateway connected to trails and promenades along Entry Road and Creek Park. Design of venues and structures along this northern edge should create appealing, festive views for visitors traveling southbound on Fairgrounds Drive.
- Because development of the Entertainment Commercial Area may not occur until Phase 2, landscape treatment of the northern edge adjacent to the Creek Walk should occur with initial phases of the project.
- EC entries should be reinforced with high quality, highly visible landmark structures or gateway elements to support the identity of the Plan Area as an entertainment hub for Vallejo and the greater Solano County. Such elements should exhibit thoughtful, imaginative architectural design to welcome visitors.
- Any security barriers along Creek Park should consist of high quality, ornamental fencing with low vegetation that allows filtered views. Visually impermeable barriers along the Creek Park should be avoided.
- Taller rides and venues, up to 250 feet in height, should be concentrated within the central and eastern portions of the EC parcel in order to maximize visibility from I-80 and provide transitions to Fairgrounds Drive and the Creek Park. Along the EC parcel's northern, western, and southern boundaries, maximum heights should be limited to approximately 150 feet.
- Parking areas should be concentrated in the southern portion of the EC parcel, with active venues concentrated to the north along the Creek Park and the west along Fairgrounds Drive (see Section 3.6: Land Use Policies). Design of venues should consider creation of exciting views from freeways.
- EC development should incorporate locations for shuttle stops along the Loop Road.

4. 6 SUSTAINABILITY AND RESOURCE MANAGEMENT

4.6.1 Solano360 Sustainable Design Attributes

The Plan incorporates sustainable design and development within the land use, transportation, infrastructure, and design provisions described in this document. The following section summarizes those measures and provides cross-references to relevant sections. In addition, this section provides "next step" measures for sustainability that can be incorporated into subsequent design proposals and project implementation.

The following measures incorporate aspects of national guidelines and standards for sustainability, including the United States Green Building Council (USGBC) Leadership in Energy & Environmental Design – Neighborhood Development (LEED-ND) rating system and the Guidelines and Performance Benchmarks identified under the Sustainable Sites Initiative (SSI).

Sustainable Site and Building Design

- *Location and Facility Reuse:* The Plan makes use of areas that have been previously developed, including significant portions of the existing Fairgrounds facilities. Approximately 87,000 square feet of existing Fair building area will be retained as well as the concourse itself (approximately 83,300 square feet.) and associated

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outdoor (paved and lawn) venue areas totaling over 30,000 square feet. This approach recycles previously disturbed land and reduces the need for construction of buildings and infrastructure. Reusing buildings, materials and existing paved surfaces also reduces waste, debris, and air quality impacts that would be generated during demolition.

- *Compact Development*: The Plan land use mix emphasizes the phased development of themed entertainment park and family entertainment uses, with flexibility to accommodate office and residential uses. Higher density development helps to conserve land and preserve open space and, when provided alongside a mix of uses, promotes livability, transportation efficiency and walkability.
- *Diversity of Uses*: The housing allowed in the Private Purpose Areas would be located within a quarter-mile (five minute) walk of onsite uses including shops, restaurant, entertainment and offices. As mentioned in Section 3.6.2, establishing a small grocery store onsite would deter some vehicle trips for residents and workers.
- *Open Space*: Open space areas can provide habitat, reduce urban heat island effects and allow for enhanced stormwater management. The Plan establishes a variety of open spaces that encourage walking, physical activity and time spent outdoors. New open space uses include six acres of Creek Park within Private Development Area and three acres within the Fair, two acres of Demonstration Farm, four acres of Midway/Event Lawn, one and a half acres of concert amphitheater, three acres of paved plazas and promenades, and one acre of other gardens and courtyards around the new Exposition Hall (acreages are approximate).
- *Sustainable Building Design*: The proposed conceptual design for the Exposition Hall incorporates sustainable features, such as natural ventilation and photovoltaic roof panels, that will partially enable the building to obtain LEED Silver certification or meet equivalent performance standards, as required by County General Plan policy. The Plan will comply with the Solano County General Plan requirement and Vallejo Climate Action Plan relative to energy efficiency and green construction policies, as applicable .

Health and Well-Being

- *Bicycle and Pedestrian System*: In addition to the open space described above, the Plan proposes pedestrian and bicycle routes as illustrated by Figures 5.10 and 5.11. In addition, a jogging circuit is proposed along the Fairgrounds Channel. These public trails, promenades, bike lanes and paths encourage residents and visitors to get out of their cars and walk, bike or jog from destinations within and near the Plan Area.
- *Walkable Streets*: Walking is key to providing healthy and sustainable communities. The major roads (Entry Road and Loop Road) provide a minimum of 10-foot wide, tree-shaded sidewalks or multi-purpose paths on each side. Controlled intersections, bulb-outs, and high-visibility crosswalks are provided at onsite intersections to enhance pedestrian safety; this includes the raised intersection at the Fairgrounds Arrival Plaza (see Figure 4.17).
- *Bicycle Facilities:* The Plan proposes bicycle facilities along the Entry Road and Loop Road, connecting to proposed bike lanes on Fairgrounds Drive between SR 37 and Redwood Parkway and allowing easy bike connections to onsite destinations. These

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facilities consist of bike lanes on Entry Road and North Loop Road, multi-purpose paths along South Loop Road, and secure bicycle parking at key activity nodes including the Fairgrounds and private purpose development (EMU and EC) parcels. The Transit/North Parking Center will also provide a secure bicycle parking area and may include other bicycle amenities such as a bicycle repair facility (see Figure 5.11: Bicycle Circulation).

- *Noise*: To the extent possible, the Plan provides buffers and provisions for onsite uses that may be particularly sensitive to noise impacts. The amphitheater, located in the eastern portion of the Fairgrounds near the I-80 freeway, is buffered by an earthen berm as shown by Figure 4.20: Amphitheater Section. Within the Fairgrounds, the amphitheater is separated from the future midway to avoid noise impacts during multiple events or Fair Week. Possible housing is restricted to the western portions of the Plan Area in order to avoid impacts from noise and air quality. Impacts by the project on offsite uses are mitigated by the distance between noise-generating uses, such as the amphitheater or midway, and sensitive offsite areas such as residential neighborhoods.
- *Equitable Site Use:* Site uses will provide economic or social benefits to the local community, with public access to recreational and civic facilities such as the Creek Park, renovated Fair of the Future and outdoor spaces, and Demonstration Farm.
- *Sustainability Awareness and Education*: The proposed Demonstration Farm provides opportunities to celebrate the historic agricultural character of the area and provide educational programming. Other environmental education programs may be provided through the Fair. Educational and interpretive signs describing restored habitat and water conveyance systems will be located throughout the Creek Park.

Water Quality and Management

- *Flood Control:* The Plan proposes removing the western and southern portions of the Plan Area from the floodplain, alleviating flooding in the offsite mobile home park to the extent possible, and improving the quality of onsite storm runoff. As described in Chapter Six, these improvements involve enlarging the Fairgrounds Channel and adding improving the existing crossing under Fairgrounds Drive.
- *Stormwater Collection and Re-use*: The new multi-purpose water feature within Creek Park will retain and improve runoff from the Plan Area, which can then be re-used onsite for irrigation. It also functions as a recreational amenity and water quality BMP (see Chapter Six). Capture and reuse is consistent with Low Impact Development practices and the San Francisco Bay Area NPDES stormwater quality permit. As described in Chapter Six, a majority of the Plan Area will be designed to drain to the Creek Park water feature for water quality treatment. Portions of the southern Plan Area may drain to the Fairgrounds Channel depending on the storm drain system hydraulic limitations.
- *Potable Water Demand*: Capture and reuse of stormwater for irrigation within the water feature will reduce potable water demand. Use of drought-tolerant and local plant species will further reduce potable water demand (see Section 4.2.3: Landscape Plan and Guidelines). In addition, a "purple-pipe" (recycled water) system is planned within each backbone roadway (see Figure 6.3: Non-Potable Water Exhibit). The "purple-pipe" system will be installed in accordance with Title 22 standards for

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recycled water use in the event recycled water becomes available on a municipal scale.

- *Low Impact Design (LID):* Structural LIDs proposed by the Plan include the water feature bioswales and rain gardens to collect water from the Exposition Hall roof. Non-structure LID's include minimization of paved parking areas through creation of shared parking strategies and multi-purpose turf areas, such as the midway, that can accommodate overflow parking.
- *Wastewater*: The Plan's water reduction and conservation measures also result in reduced generation of wastewater due to recycling and reduced flows.

Chapter Six provides additional measures (see Sections 6.2.4, 6.3.4, and 6.4.4).

Transportation

- *Transit*: The Plan provides a multi-modal Transit/North Parking Center where commuters can park their vehicles and board buses bound for job centers or other destinations such as the Vallejo Ferry Terminal. Frequent local bus service will provide a better option for bringing people to the project, reducing the overall traffic impact. The Transit/North Parking Center can also be used for parking during weekend events.
- *Linked Trips*: The project is designed to include a variety of complementary venues and attractions within easy walking distance of each other, resulting in a 33% rate of linked vehicular trips and a corresponding reduction of transportation impacts.
- *Parking*: The Plan designates paved parking areas to serve development uses as the project builds out, but minimizes the extent of parking through phased and shared parking strategies and multi-purpose turf areas, such as the midway, that can accommodate overflow parking when it is not in use for outdoor events. Within the Entertainment Mixed Use areas, parking is allocated to the side and/or rear of blocks, creating more pedestrian-oriented streets. Larger surface lots will have landscape buffers at the street and channels edges and will incorporate shade trees or, as described below, solar arrays for an onsite source of renewable energy.

Energy

- *Solar Arrays at Exposition Hall*: As described in Section 4.3.3, the main Exposition Hall roof is proposed for a photovoltaic array and/or solar hot water heating panel installation of approximately 24,300 or more square feet. Other buildings and parking facilities are also available for installation of photovoltaics.
- *Natural Cooling:* The Exposition Hall incorporates a shade canopy to mitigate the effects of solar glare along the south-facing facade.

4.6.2 Next Step Sustainability Measures

In addition to the sustainable provisions embodied in the Plan as described above, additional "next step" measures are proposed for consideration during implementation of projects within the Plan Area.

Green Building

- Other green building and low impact design (LID) measures should be considered for more detailed stages of building and site design. These may include:

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- cisterns to capture rain water,
- recycled water facilities for flushing toilets and other uses where potable water is not required,
- high efficiency fixtures and appliances within buildings,
- vegetated roofs and photovoltaic arrays on roofs,
- use of recycled and locally available materials,
- maximizing opportunities for natural shading and ventilation,
- orientation of buildings to maximize energy efficiency and provide natural cooling and ventilation,
- deciduous trees next to buildings and along streets to reduce ambient temperature, reduce heat gain, allow for cooler natural ventilation, and provide a more pleasant pedestrian environment,
- deciduous trees and vines in front of south-facing walls and windows to further cool buildings by intercepting sunlight during summer months, yet allow direct sunlight during the winter,
- green screens (metal lattices planted with vines and/or climbing flowers) to shade south- and west-facing walls to reduce interior heat gain and beautify buildings,
- trees of appropriate heights and spreads to provide ample shade in the summer months for outdoor spaces such as patios and plazas, pedestrian walkways, roadways, and parking lots,
- structures such as trellises and porticoes incorporated into the building/landscape edge, especially on south- and west-facing exposures, to provide shade in the summer and allow solar penetration when the sun is at a low angle in the winter,
- landscape buffers, screens, and windrows to permit facilitate cooling by prevailing breezes in summer months and to reduce interior heat gain, and
- site lighting minimized to reduce light pollution and minimize energy usage, using full cutoff luminaries, low-reflectance surfaces, and low-angle spotlights.

- Non-structural LID measures should be established where practical. These may include, but are not limited to, programs to monitor pavement cleaning (street sweeping), illicit discharge elimination, and parking lot design and management.
- Developer of projects within the Plan Area should be encouraged to pursue LEED certification and other green building credits and awards, as such recognition will physically and symbolically represent the sustainability values of Solano360.

Energy

The following measures are in addition to the photovoltaic arrays / solar hot water heating panels planned for the Exposition Hall roof, as described previously. All proposals should be developed in coordination with the County Operations Manager.

- A Public Private Partnership (PPP) with a solar partner may be pursued to provide some of the infrastructure costs associated with the site development. The Plan allocates extensive areas for parking, including approximately 24.7 acres for Shared

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Public Parking. These large-scale facilities could include photovoltaic arrays to provide onsite energy, shade for cars, cost savings and a possible revenue source (as excess energy could be sold).

- A district energy system, or cogeneration, could be evaluated to provide on-site energy and reduce building water heating and cooling requirements. The water feature in the Creek Park could be utilized to provide cooling via a heat transfer/cooling tower device for adjacent buildings.
- Photovoltaic arrays should be considered for all new and retrofitted buildings, including structures within the EMU and EC areas.
- Wind turbine and other alternative energy technologies could be incorporated into the Demonstration Farm to test and provide educational examples for families and visiting school groups.

Waste Management

- A construction waste management plan could be developed that would identify salvage, recycling or donation of construction materials.

Materials, Operations and Maintenance

- No wood from threatened tree species should be used in construction or finishing. Certified wood should be used wherever practical.
- Building and landscape materials should contain recycled content wherever practical.
- Materials that are produced and sold locally, including soils, should be used wherever practical.
- Any adhesives, sealants, paints and coatings used should be those with reduced VOC emissions.